Report on the
Administration of
Inland Customs Department
1870-71 & 1872-73

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REPORT

ON

THE ADMINISTRATION

OF THE

Inland Customs Department

FOR THE

OFFICIAL YEAR

1870-71,

WITH

APPENDICES.

CALCUTTA:
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING.
1872.

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REPORT

ON

THE ADMINISTRATION

OF THE

INLAND CUSTOMS DEPARTMENT

FOR THE

OFFICIAL YEAR 1870-71.

—o—

General Review.

INTRODUCTION.
RESUMÉ OF THE PAST YEAR'S OPERATIONS.

The only changes which have occurred in this Department during the past year have been the taking over from the Jodhpúr Darbar of the salt manufacture at Nawa and Godha on the northern portion of the Sambhar Lake, and the closing of the experimental works at Malouna (Oudh) and Karour (Jounpúr).

Changes in the Department.

2. The following table shows the strength and realizations of the Department at the close of the year, as compared with its position at the close of the previous year :—

Strength and realizations of the Department.

	No. of Officers.	No. of men and subordinate officials.	Miles of Line.	No. of maunds of salt taxed.	No. of maunds of sugar taxed.	Gross realizations.
						Rs.
At close of 1869-70	157	13,966	2,504¼	60,58,101	20,61,067	1,68,40,752
„ „ 1870-71	161	14,027	2,509¾	56,24,946	21,79,621	1,62,90,889
DIFFERENCE...	+4	+61	+5½	−4,33,155	+1,18,554	−5,49,863

The increase of four officers was at the Sambhar Lake. Here also there was an increase of 332 men, partly compensated for by a decrease in the Punjab of 134 men, and in the Central Provinces of 140 men, due to reorganization of the establishments.

Increase and decrease of force balanced.

3. The Nawa and Godha sub-division of the Sambhar Lake was not made over to us until the 15th October 1870. In examining the comparative statements this fact must be borne in mind. Mr. Adams' report of the administration of the year is so interesting that I have printed it in Appendix A. There have been difficulties to contend with, but these on the whole have been successfully surmounted, and it is satisfactory to find that up to the close of the past year there was a net profit on our operations.

Sambhar Lake

administration reported on at length in Appendix A.

Our operations were profitable.

Object in assuming charge of the Lake

partly achieved.

It will be remembered that the object in assuming charge of the salt manufacture at the Sambhar Lake was not to make a direct profit on that manufacture, but to develop the resources of the lake so as to throw into the market a large quantity of excellent salt at a moderate price. Something has been done to effect this object without any cost to Government; but it cannot be expected that we shall reap the full advantages of the measure until the Railway from Dilhi and Agra to the Lake has been completed.

Local works.

4. Adverting to the closing of the local salt works at Malouna (Oudh) and Karour (Jounpúr) by order of the Government of India, I cannot do better than refer to the very excellent notes on these works recorded by the late Deputy Commissioner of Inland Customs, and published as Appendix C. of the Annual Report for 1869-70. After a patient trial, during which no pains were spared to make the experiment a success, the attempt to manufacture salt at these places, which, after paying the Government rate of duty, should be able to compete with the low-priced salts manufactured at Bhurtpúr and the Government sarrs in the Gúrgaon and Rohtak Districts, was abandoned as a failure. The obstacles against success were found to be insuperable, the chief obstacle of all being, strange to say, the dislike for the salt evinced by those who had been loudest in their clamours that the indigenous salt of these two localities should be made available for their use, instead of the previously much abused, but really far superior, salt from the works above-mentioned. In one instance (Karour) the produce proved to be so utterly unsaleable that it had to be destroyed, while it was with great difficulty that the produce of the Oudh factories was ultimately disposed of, and then only, it is believed, for admixture with Balumbha and Salumbha salts. Subjoined is a statement which exhibits synoptically the result of our operations at these two sets of works during the entire period of their existence. It will be observed that the State has lost by these experiments about Rs. 54,062,* composed chiefly of irrecoverable *tacavi* advances made to manufacturers to enable them to commence work. Without these the experiment would undoubtedly have perished in embryo. It deserves to be recorded, that in the matter of the recovery of these advances the orders issued in a humane and liberal spirit by the Government of India have been carried out, and that those manufacturers, who failed from circumstances beyond their control, and who were in a manner induced by us to embark in the speculation, have not been harshly dealt with. On the part of Government the experience gained has been of much value in enabling it to decide in future with regard to a question which has theoretically somewhat to recommend it, but which has been shown by experiment to be impracticable.

Experiment abandoned.

Experiment commented on.

Synoptical financial result shown.

Tacavi advances leniently recovered.

* The duty realized at the local works has been omitted in estimating the loss to Government resulting from this experiment. Our Line Agency would have collected the equivalent of the duty at the works without one farthing's extra cost, and it will be remembered that one of the promised features of the experiment was that the cess would cover the cost of establishment, &c.

Name of Sares.	Total quantity of salt produced.	Produce how disposed of.			Realization.					Charges.				Loss to Government.
		Sold.	Destroyed.	Total.	Duty.	One anna cess.	*Tacavi* recoveries.	Miscellaneous.	Total.	*Tacavi* advance.	Establishment.	Contingencies.	Total.	
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Karour	6,148	699	5,449	6,148	2,497 6 6	16 14 0	2,382 12 10	139 10 11	5,036 12 3	14,350 0 0	5,110 12 7	7,511 4 2	26,972 0 9	24,432 11 0
Malouna	24,983	23,666	1,317	24,983	69,273 6 0	1,443 0 0	8,481 0 3	888 13 0	80,086 3 3	24,821 0 0	8,577 8 2	7,043 9 7	40,442 1 9	29,629 4 6
Total	31,131	24,365	6,766	31,131	71,770 12 6	1,459 14 0	10,863 13 1	1,028 7 11	85,122 15 6	39,171 0 0	13,688 4 9	14,554 13 9	67,414 2 6	54,061 15 6

Kohat mines.

5. The position of this Department with reference to the Kohat mines has not changed in the course of the year. The following table will show the sales and realizations for the past four years:—

1867-68.			1868-69.			1869-70.			1870-71.		
No. of maunds sold.	Amount realized.	Cost of establishment, percentage paid quarterly to Maliks, and contingencies.	No. of maunds sold.	Amount realized.	Cost of establishment, percentage paid quarterly to Maliks, and contingencies.	No. of maunds sold.	Amount realized.	Cost of establishment, percentage paid quarterly to Maliks, and contingencies.	No. of maunds sold.	Amount realized.	Cost of establishment, percentage paid quarterly to Maliks, and contingencies.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
3,90,671	83,135	26,190	4,02,776	82,483	28,327	4,96,216	1,07,023	27,615	4,07,099	85,565	29,337

Realizations analysed.

Apparent falling-off explained.

In elucidation of the above table I quote an extract from the Peshawur Divisional Revenue Report for the year 1870-71, kindly furnished me by the Financial Commissioner of the Punjab:—"The receipts under this heading (*salt*) amounted to Rs. 85,565, against Rs. 1,07,023 in the preceding year, being a decrease of Rs. 21,458. In order to explain this marked falling-off in this branch of the revenue, it will be necessary to look back to the receipts of former years, when we find that the average income was about Rs. 85,000, as noted in last year's Revenue Report; the income reached its culminating point owing to the unusual impetus which was given to the salt trade consequent on the raising of the blockade on the Swat and Buneyr frontiers, and, in a less degree, was caused by the long-continued drought which prevailed, thus causing the carriers to devote the most of their time to the trade instead of being employed in agricultural operations.

Disbursement.

Penal action.

"The total disbursement amounted to Rs. 29,337, and the percentage of the disbursement to the receipts was Rs. 34-4-7. Over 18 maunds of smuggled salt were seized, and 38 smugglers were apprehended, of whom 34 were convicted and punished."

Mundi mines or quarries.

Entertainment of establishment by British Government to register sales.

6. Under arrangements sanctioned by the Government of India, an establishment under an English Inspector, Mr. W. Lyon, has been entertained in the Mundi State to register the sales of salt from the mines—or rather quarries—at Guma and Drang. On this salt it was determined that the Rajah of Mundi should tentatively impose a duty of 10 annas per British maund in addition to the selling price, which, including the duty, would be raised to 32 British seers per rupee. This duty of 10 annas per maund on all salt imported into British territory is to be paid by the Rajah to the British Government. Mr. Lyon arrived at the mines on the 12th December 1870, and on the 20th orders were received by the headmen of the mines from Mr. Harrison, the Counsellor to the Rajah, to raise the price of the salt by the amount of duty above mentioned. The headmen refused to obey these orders until confirmed by the Rajah, who was at that time absent. Meanwhile the mines remained closed. It was not until February that the sales commenced, so that we have only the experience of two months of the new system.

Rate of duty levied.

Delay in commencing work caused by opposition of headmen at the quarries.

Operations of the year.

7. Up to the end of the year 21,792 maunds had been sold, of which no less than 13,227 maunds were registered for export to British territory, the remainder (8,565 maunds) being for consumption in Native States. Mr. Hume had roughly estimated

that of the whole salt sold, about half would be exported to British territory. It will be seen that the amount so exported considerably exceeds that for consumption in Native States, and subsequent experience shows that the proportion exported approaches two-thirds of the whole sales. The duty on the salt exported to British territory up to the close of the year amounts to Rs. 8,267, while the charges for the same period have been Rs. 2,344.

exceed previous estimate.

Financial results.

8. In Appendix B. will be found extracts from Mr. Lyon's report, which contains some interesting information. Our experience of the working of the present arrangements has been so short that not much can be said on the subject; but after a visit to the mines I can state my belief that, although there has been some natural discontent owing to the raising of the prices, on the whole the order and regularity introduced by the presence of an English officer will be beneficial eventually to the Rajah and people of Mundi, as well as to the British Government. The time has not yet come for proposing any modification in the present arrangement.

Appendix B. treats of the Mundi mines at more length.

Beneficial result of the presence of our establishment at Mundi.

9. Excluding the Sambhar Lake, the Malouna and Karour works, Kohat, Mundi, and the Berars, there remain the salt mines of the Panjab, the Line, and the Internal Department.

GENERAL RESULTS OF PAST YEAR'S ADMINISTRATION.

The results of the year, as compared with the previous year, will be seen from the following table:—

YEAR.	Salt.	Sugar.	Miscellaneous.	Total Collections.	Total Charges.	Net Collections.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1869-70 ...	1,49,20,934	12,48,482	97,604	1,62,67,021	19,90,628	1,42,76,393
1870-71 ...	1,36,69,655	14,10,250	1,76,595	1,52,56,500	17,70,186	1,34,86,314
DIFFERENCE ...	−12,51,279	+1,61,768	+78,991	−10,10,521	−2,20,442	−7,90,079

10. Generally speaking, the year 1870-71, as regards salt revenue, may be described as one of reaction following on the abnormally large collections of 1869-70. There seems little doubt that there was over-trading in that year which resulted in an over-stocking of the market. The natural result of this was a falling-off in the trade and revenue of 1870-71. As regards sugar, 1870-71 may be described as a year of continued improvement, owing to the better circumstances of the consumer.

SALT.

Collections on account of salt duty during 1870-71 are unfavorable when compared with 1869-70 in consequence of over-trading during the latter year.

The decrease in the salt collections was principally due, firstly, to a diminution in the sales at the mines by more than $2\frac{3}{4}$ lakhs of maunds; and, secondly, to a falling-off in the Agra Division of the line of duty on nearly $1\frac{3}{4}$ lakhs of maunds. The increase in the sugar collections was due chiefly to the large consumption of refined sugar, a fact which may be taken to indicate the prosperous circumstances of the consumers. The increase would have been large but for the abolition of the loop-line to the east of the Berars, which has caused the collections in the Wurda (Nagpúr) Division to come to an end. The increase in the miscellaneous collections has been due chiefly to two items. At the Panjab mines a one anna cess was levied for the first time to meet the cost of the salt which was formerly supplied free, only duty having been charged. The Hakimee Tax on the Sultanpúr sarrs, formerly let out on contract by the district authorities, is now collected by this Department. This arrangement has not

The falling-off in the receipts occurs chiefly in the Shahpúr and Agra Divisions.

SUGAR.

Prosperous state of the sugar revenue ascribed to improved circumstances of consumers.

The abolition of the Wurda loop-line, however, caused some loss in the sugar revenue.

Miscellaneous collections have increased, owing chiefly to levy of a one anna cess on salt sold at the Panjab mines.

Departmental collection of the Hakimee Tax has also increased our collections under this head.

CHARGES.
Diminution of charges noted, and cause assigned.

only increased the receipts of the Department, but has brought a large sum into the Imperial Treasury. The charges have everywhere diminished except in the Raipúr Division, owing to the reductions effected by Mr. Hume in the strength of the establishment.

The year 1869-70 was the most successful on departmental record;

but if compared with previous years the present is not a very unfavorable year.

11. The year 1869-70 was, as remarked by Mr. Hume in his Administration Report, the most successful on record, and this was specially the case with regard to the sale of salt at the Panjab mines compared with the previous two years. The results of the present year are not so unfavorable, as will be seen from the following statement:—

Year.	Net Collections.
1867-68	1,39,88,114
1868-69	1,36,35,408
1869-70	1,42,76,383
1870-71	1,34,86,314

Reasons assigned for the above assertion.

In the earlier years the establishments were underpaid. Since then also the import of Bombay and Madras salt has largely developed. Of the 3 rupees per maund duty, Bombay salt pays to this Department only Re. 1-3 per maund and Madras salt only Re. 1-2; the balance is credited to those Presidencies respectively. Before December 1869 these salts paid us an import duty of Re. 1-8 per maund. Thus the Department has lost in two ways; firstly, by the reduction of the import duty; and, secondly, by the increased imports of these salts, displacing salts which pay us the full Rs. 3 per maund.

On the whole, therefore, the past year has been fairly successful.

Taking all these circumstances into consideration, I think the past year may be held to have been a fairly successful one.

SUPPLY OF TAXED SALT TO THE COUNTRY IN REAR OF THE LINE has increased,

while presumably the supply of untaxed salt has somewhat diminished.

12. With regard to the amount of salt consumed by the population in rear of the Inland Customs line, I have to remark that there has been a fair increase in the amount of taxed salt amounting to over $1\frac{1}{3}$ lakhs of maunds. As to untaxed salt the figures must be entirely conjectural. The arrangements made regarding Mundi, which came into force towards the close of the year, have, I hope, effectually put a stop to the introduction into British territory of any salt from that State except that which pays us duty of 10 annas a maund. As that salt contains 25 per cent. foreign matter, this duty amounts to 10 annas on 30 seers of pure salt, or 13 annas 4 pies per maund.

The introduction of untaxed salt from Mundi has ceased.

The enquiry recently instituted shows that within the Panjab not so much untaxed and illicit salt as was supposed is manufactured.

13. The enquiry promised in the 17th paragraph of last year's Report, regarding the introduction of untaxed salts from the Native States into our territories in the Panjab, and the illicit manufacture of earth salts within that province, was carefully made under the superintendence of an experienced officer of the Internal Branch, the results going to prove that, contrary to my predecessor's anticipations, the loss to our revenue from those sources is not so great as was expected, nor sufficient to induce our taking any expensive measures of repression. Beyond petty manufacture in Pattiala and in the direction of Umballa, nothing was discovered worth attention; in the aggregate the illicit manufacture in the Panjab does not appear to exceed 10,000 maunds annually. It is matter for satisfaction that this question has now, however, been for the present settled. Full particulars concerning this enquiry will be found in Appendix C. of this Report.

Matter dealt with in detail in Appendix C.

In the Raipúr Division illicit trade has received a serious check, owing to effective arrangements of the Bengal authorities.

14. The Collector of the Raipúr Division reports that the illicit trade in salt coming round the eastern terminus of the line has received a serious check, which he attributes, firstly, to the very stringent orders of the Commissioner of Cuttack to the Chiefs of the Native States for its suppression, and the consequent action

of the latter; and secondly, to a more careful and strict supervision over the many routes for the trade by the Bengal Police. He supports this assertion by the fact that in 1870-71, for the first time, the Ooryah Banjarah traders of Cuttack, &c., largely imported the Itchapúr salt. For the rest of the untaxed salt consumed in rear of the line I have adopted the figures given by Mr. Hume last year, as I see no reason to alter them.

Cuttack traders this year for the first time imported Itchapúr salt.

Generally Mr. Hume's estimate of untaxed supplies has been adhered to.

Table showing the amount of salt consumed by the population in rear of the Inland Customs Line.

WHENCE DERIVED.	In 1870-71.		In 1869-70.		In 1868-69.		In 1867-68.	
TAXED.	Maunds.	Tons.	Maunds.	Tons.	Maunds.	Tons.	Maunds.	Tons.
Punjab mines (1) ...	12,75,511	46,859	14,62,607	53,733	12,60,193	46,293	11,96,440	43,951
Imported across the Customs Line ...	39,03,760	143,415	38,49,495	141,421	37,67,143	1,38,382	37,53,366	137,879
Paid duty to Internal Department ...	19,942	732	17,269	634	14,537	534	14,674	539
Imported or manufactured in Bengal (2) ...	80,48,678	295,689	77,83,409	285,944	72,83,929	267,573	75,26,245	276,474
TOTAL TAXED ...	1,32,47,891	486,695	1,31,12,780	4,81,732	1,23,25,802	452,782	1,24,90,725	458,843
UNTAXED.								
Illicitly manufactured in Behar ...	3,50,000	12,858	3,50,000	12,858	3,00,000	11,020	3,00,000	11,020
Illicitly manufactured in Oudh and N. W. Provinces. ...	90,000	3,306	90,000	3,306	1,00,000	3,673	1,00,000	3,673
Imported from Rewah...	30,000	1,102	30,000	1,102	33,000	1,212	33,000	1,212
Imported from Thibet...	50,000	1,836	50,000	1,836	50,000	1,836	50,000	1,836
Importd from Mundi ...	75,000	2,755	1,00,000	3,673	30,000	1,102	20,000	735
Imported through Sonepur and the Tributary Mehals ...	50,000	1,836	1,00,000	3,673	1,20,000	4,408	1,00,000	3,673
Manufactured in Puttiala, Jhind, Nabha, &c.	10,000	367	20,000	735	25,000	919	25,000	919
Smuggled in the Panjab across the line, and in Bengal ...	1,80,000	6,612	1,80,000	6,612	2,00,000	7,346	2,00,000	7,346
TOTAL UNTAXED ...	8,35,000	30,672	9,20,000	33,795	8,58,000	31,516	8,28,000	30,414
GRAND TOTAL ...	1,40,82,891	517,367	1,40,32,780	515,527	1,31,83,802	484,298	1,33,18,725	489,257

1. This does not include the produce of the Kohat Mines, none of which is consumed by the population taken into account in para. 15 *infra*.

2. This only includes the amounts that actually passed into the markets without reference to the amount imported or manufactured and held in bond. The actual salt imports at Calcutta are shown in the subjoined table:—

Salt Imports in Calcutta.

YEARS IN WHICH IMPORTED.	Liverpool.	Bombay and Kurrachee.	Madras.	Jeddah.	Muscat.	Ceylon.	French.	All other descriptions.	TOTAL.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71 ...	47,87,464	6,65,643	2,20,980	3,80,486	1,94,372	4,589	1,40,996	...	63,94,530
1869-70 ...	59,24,439	10,20,143	3,30,699	4,92,478	1,54,896	84,132	1,85,501	27,708	82,20,046
1868-69 ...	64,48,309	7,04,433	99,420	3,26,273	1,53,970	38,873	55,319	...	78,26,597
1867-68 ...	57,03,395	2,62,931	61,484	4,34,550	1,86,258	1,00,090	1,04,162	...	68,52,870

It will be observed that although the imports as a whole are greatly below those of any previous year the area of consumption has not diminished; on the contrary the following table of deliveries will show that this is year by year steadily widening:—

Salt Deliveries in Calcutta.

YEARS IN WHICH IMPORTED.	Liverpool.	Bombay and Kurrachee.	Madras.	Jeddah.	Muscat.	Ceylon.	French.	Government Pungah.	Government Kurkutch.	TOTAL.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71 ...	56,24,642	6,20,173	3,25,274	3,98,388	2,15,461	1,08,280	1,73,220	17,605	26,002	75,09,045
1869-70 ...	55,17,253	6,88,106	2,61,961	5,36,692	1,22,982	33,993	69,499	28,187	...	72,58,673
1868-69 ...	53,58,369	5,70,122	55,301	4,29,926	1,52,873	72,501	64,794	63,980	...	67,67,866
1867-68 ...	49,33,079	2,75,107	1,31,154	3,99,196	1,85,111	57,196	89,964	3,74,369	10,60,011	75,05,187

(Both these tables have been compiled from Messrs. Ernsthausen and Oesterley's reports.)

TOTAL SUPPLY OF SALT FROM ALL SOURCES

15. The total supplies from all sources consumed by the population within our line thus appears to be about 517,367 tons, of which 486,695 tons, or more than 94 per cent., was taxed*, and 30,672 tons, or nearly 6 per cent., escaped duty. This indicates a consumption of lbs. 9-15·84 per head by the whole population within our line in 1870-71, against lbs. 9-15·26 in 1869-70.

indicates a consumption of lbs. 9-15·84 per head by the whole population *infra* line.

Excluding Bengal, the consumption is lbs. 7-2 per head according to the statistics at command.

Excluding Bengal, however, from our calculations, the total quantity consumed by the remaining *infra* line population, estimated as last year at 68,600,000, amounts to about 220,000 tons, giving an average consumption per head among the population of the Panjab (excluding Trans-Indus Districts), the North-Western Provinces, Central Provinces, and Oudh, of very nearly lbs. 7·2, against lbs. 7·38 in the preceding year and lbs. 6·96 in 1868-69. These deductions must not, however, be taken as accurately describing the consumption per head in Northern India, for the quantity of Bengal duty-paying salt consumed in the south-eastern districts of the North-Western Provinces is omitted from the calculation. Had it been added, we should find that the supply in Northern India has this year been fully equal to, and perhaps in excess of, last year's supply.

It is, however, actually slightly more than lbs. 7-2 per head.

* Although the quantity of salt imported has decreased, the subjoined table shows that, notwithstanding the loss by the Bombay and Madras importations the total revenue realized has not decreased in the same proportion, the increased Bengal sales having, as it were, recouped a portion of those losses. The second table will show how steadily the differential duty-paying salt has increased:—

Total Salt Revenue realized on account of the whole area virtually isolated by the Line.

	1870-71.	1869-70.	1868-69.	1867-68.
	Rs.	Rs.	Rs.	Rs.
Bengal	2,61,17,309	2,58,72,493	2,40,07,676	2,68,85,000
Punjab Mines	36,64,402	44,91,458	37,80,581	35,89,321
Line and Internal	1,00,05,253	1,04,29,476	1,04,83,874	1,04,37,565
Total ...	3,97,86,964	4,07,93,427	3,82,72,131	4,09,11,886

Detail in Maunds of Salt paying full and less duty.

Years.	Punjab Section—Quantity paying Rs. 3 per maund.	North-Western Provinces Section—Quantity paying Rs. 3 per maund.			Internal, Oudh—Quantity paying Rs. 3 per maund.	Central Provinces Section—Quantity paying Rs. 3 per maund.	Total quantity of salt paying Rs. 3 duty.	Central Provinces Section—Quantity paying Re. 1-8 per maund.	Central Provinces Section—Quantity paying Re.1-3 and 1-2 per maund.	Total quantity of salt paying Re.1-8, 1-3 and 1-2 duty.	Grand Total.
		Line.	Internal.	Total.							
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71 ...	27,31,947	14,06,790	16,220	14,23,010	2,987	1,24,743	42,82,687	321	6,94,260	6,94,581	49,77,268
1869-70 ...	30,20,693	15,47,963	14,321	15,62,284	2,949	1,06,660	46,92,586	2,75,993	3,60,533	6,36,526	53,29,112
1868-69 ...	26,89,361	15,72,729	11,243	15,83,972	2,926	1,87,960	44,64,219	5,80,480	.....	5,80,480	50,44,699
1867-68 ...	25,98,172	15,03,516	11,408	15,14,924	2,700	2,85,050	44,00,846	5,48,523	.....	5,48,523	49,49,369

The increase in the amount paying less than full duty over 1869-70 was thus 58,085 maunds; but it will be observed that, whereas in that year a great portion paid at Rs. 1-8 per maund, in 1870-71 nearly the whole paid us only Rs. 1-3 and Rs. 1-2 per maund.

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1870-71.

Consumption of salt in Bengal has slightly increased apparently,

Estimating the population of Bengal at 48 millions in round numbers, we find that, calculated on 295,689 tons of salt used in Bengal, the average consumption per head is lbs. 13·8, showing a slight increase compared with the previous year, lbs. 0-0-6 per head per annum. If, however, we sum up results and bear in mind what I have just written about the omission from the calculation of consumption in Northern India of the Bengal duty-paying salts, it will be found that generally the average of consumption is practically what it was last year.

though really it is about the same as it was last year.

The supply of salt in Northern India is sufficient,

The supply of salt to the population of Central and Upper India appears to be ample for all their wants. Deducting the quantity given to cattle, the consumption per head of human beings averages about lbs. 7, but if we calculate the consumption according to the formula adopted by Mr. Hume in previous years' Reports, we ascertain that each adult got annually as near as possible lbs. 8·50, and each child below the age of twelve lbs. 4·25. Wide-spread enquiries, which have gone on steadily for the past three years all over the area affected by the operations of this Department, show that this quantity of salt is as much as people in fair circumstances voluntarily consume.

and averages lbs., 8·50 per annum per adult and 4·25 per child.

FINANCIAL RESULTS.

16. The gross realizations by the Inland Customs Department were as follows :—

GROSS REALIZATIONS OF THE WHOLE DEPARTMENT.

	1869-70.	1870-71.
Shahpur Division (Mines)	44,92,539	36,88,397
Line	1,16,76,191	1,14,51,212
Internal Branch	98,291	1,16,891
Sambhar Division	1,48,284	6,31,584
Local works, N.-W. P. and Oudh	.....	47,039
Berars	3,18,526	2,70,201
Total ...	1,67,33,831	1,62,05,324

Amounts credited in Bombay and Madras included.

To this we may add the amounts credited in Madras and Bombay in 1869-70 Rs. 15,15,311, and in 1870-71 Rs. 16,73,724.*

* *Statement showing the amount of Duty realized by the Bombay and Madras Presidencies on Salt crossing the Inland Customs Line during the year* 1870-71.

	Central Provinces.		Berar.		Total.		Remarks.
	Quantity.	Amount of Duty.	Quantity.	Amount of Duty.	Quantity.	Amount of Duty.	
1870-71.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	
Duty realized by the Inland Customs Department at Rupees 1-13, 1-3, and 1-2 per maund.	6,94,580	8,19,362	2,25,594	2,68,087	9,20,174	10,87,449	Bombay and Madras have gained by the increased rates on salt passing into the Central Provinces ... 2,22,719 Berars ... 70,499 Total, Rs. 2,93,218
Bombay realized at Rupee 1-8 per maund.	320	481	127	190	447	671	
Madras realized at Rupee 1-8 per maund.	...	...	...	...	...	...	
Bombay realized at Rupee 1-13 per maund.	6,02,051	10,91,217	2,25,597	4,08,894	8,27,648	15,00,111	
Madras realized at Rupee 1-14 per maund.	92,209	1,72,942	...	...	92,209	1,72,942	
Total ...	6,94,580	12,64,640	2,25,724	4,09,084	9,20,304	16,73,724	

The year's realizations exhibit a decrease compared with 1869-70,

Thus the total realizations due to the Department in the Imperial Treasury amounted in 1870-71 to £1,787,905 against £1,824,914 collected in 1869-70, showing a decrease of £37,009. In the three first items* above given it will be seen that a great decrease (£80,414) occurred in the realizations from the mines. The falling-off in the line collections of £22,498, which occurred chiefly in the Agra Division, was, to a great extent, recouped by the increased collections in Bombay and Madras, amounting to £15,841, so that the real falling-off in receipts due to the line amounted to only £6,656. On the other hand, there was an increase in the collections of the Internal Branch amounting to £1,860. The causes of these variations will be discussed hereafter.

but including Bombay and Madras credits the falling-off is much reduced.

Provincial details of realizations.

17. Of the gross realizations of the past four years the following are the provincial details :—

Years.	Panjab.			North-Western Provinces.			Oudh.	Central Provinces.	Total.
	Mines.	Lines.	Total.	Line.	Internal.	Total.	Internal.	Line.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1870-71 ...	36,88,397	54,03,660	90,92,057	47,32,783	1,02,957	48,35,740	13,934	13,14,769	1,52,56,500
1869-70 ...	44,92,539	52,82,007	97,74,546	51,39,029	85,754	52,24,783	12,537	12,55,153	1,62,67,019
1868-69 ...	37,82,935	48,76,467	86,59,402	52,17,444	81,294	52,98,738	11,516	15,57,271	1,55,26,927
1867-68 ...	35,89,897	51,51,248	87,41,145	51,51,427	87,614	52,39,041	12,605	17,78,520	1,57,71,311
Total ...	1,55,53,768	2,07,13,382	3,62,67,150	2,02,40,683	3,57,619	2,05,98,302	50,592	59,05,713	6,28,21,757
Average ...	38,88,442	51,78,345	90,66,787	50,60,170	89,404	51,49,575	12,648	14,76,428	1,57,05,439

Fluctuations explained—

In the Panjab ;

In the Panjab the decrease in the sales at the mines has already been alluded to, and will be more particularly explained. As compared with 1868-69, the decrease is not so great, while, as compared with 1867-68, there is an increase shown. The line income has steadily increased in the last three years, and, I believe, 1870-71 has here been the most prosperous on record.

In the North-Western Provinces ;

In the North-Western Provinces the loss on the line in the Agra Division was somewhat compensated for by increased collections of nearly Rs. 97,892 in the Jhansi Division, and Rs. 17,203 in the internal branch; still there is a great falling-off, which will be discussed when I come to treat of the Agra Division.

In the Internal Branch North-Western Provinces ;

In Oudh ;

In Oudh the Internal Department shows a fair increase.

In the Central Provinces.

In the Central Provinces, in spite of the loss of a large proportion of the duty on salt imported from Bombay and Madras, the line revenue has increased, owing to the great development of the import trade.

* The rest of this Report will refer to these items alone ; the other three are dealt with in the Appendices.

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1870-71.

18. The following table gives the gross realizations from each source of revenue for the last four years:— Proportion in which each source of revenue contributed.

YEARS.	Salt.	Sugar.	Miscellaneous.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
1870-71	1,36,69,655	14,10,250	1,76,595	1,52,56,500
1869-70	1,49,20,934	12,48,481	97,605	1,62,67,020
1868-69	1,42,64,455	11,51,883	1,10,589	1,55,26,927
1867-68	1,40,26,886	16,36,798	1,07,626	1,57,71,310

In Annexures I. and II. will be found details of each division. In paragraph 7, I have already stated generally the causes of the variations between 1870-71 and 1869-70. They will be more particularly treated of in my review on the operations of each division. With respect to the miscellaneous receipts, I may remark that, although they have largely increased owing to the one anna cess for the rock salt, and the Sultanpur Hakimee Tax, yet in other items they have greatly diminished. This is chiefly due to the exclusion from both sides of the account of sums which formerly used to be both credited and debited, such as savings of pay, seizers' shares, fines, &c. I find that Income Tax is credited amongst the miscellaneous receipts, but this can hardly be considered a legitimate item of this Department's revenue.

Divisional details will be found in Annexure I.

Miscellaneous receipts have increased owing to one anna cess and Hakimee Tax; *but for these there would have been a falling-off in miscellaneous collections.*

Income Tax is erroneously credited among miscellaneous collections.

19. The charges for the last four years are shown in the following table:— CHARGES.

YEARS.	Mines (exclusive of those of Kohat).	Line.	Internal.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
1870-71	2,09,001	13,29,360	2,31,825	17,70,186
1869-70	2,26,278	14,98,206	2,66,144	19,90,628
1868-69	2,33,724	14,22,660	2,35,134	18,91,518
1867-68	2,20,844	13,50,597	2,11,755	17,83,196

In spite of the large increase in salaries in the middle of 1868-69, the charges are lower than they were in 1867-68; this is due to the economical re-organisation effected by Mr. Hume. Cause for diminution assigned.

20. The provincial details are shown in the following table:— Provincial details furnished.

YEARS.	PANJAB.			N. W. PROVINCES.			OUDH.	CENTRAL PROVINCES.	TOTAL.
	Mines (exclusive of those of Kohat).	Line.	Total.	Line.	Internal.	Total.	Internal.	Line.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1870-71 ...	2,09,001	4,33,606	6,42,607	4,93,930	1,68,427	6,62,357	63,398	4,01,825	17,70,187
1869-70 ...	2,26,278	4,72,994	6,99,272	5,36,398	1,99,424	7,35,822	66,720	4,88,814	19,90,628
1868-69 ...	2,33,724	4,44,618	6,78,342	4,96,084	1,78,453	6,74,537	56,681	4,81,958	18,91,518
1867-68 ...	2,20,844	4,32,945	6,53,789	4,49,675	1,56,961	6,06,636	54,794	4,67,977	17,83,196
TOTAL ...	8,89,847	17,84,163	26,74,010	19,76,087	7,03,265	26,79,352	2,41,593	18,40,574	74,35,529
AVERAGE ...	2,22,462	4,46,040	6,68,502	4,94,022	1,75,816	6,69,838	60,398	4,60,143	18,58,882

From this it will be seen that a reduction in charges has been effected in each Province and in each branch of the Department. Reduction of rates of charge has not only been general, but it is observable in each Province and in every branch of the Department.

Charges how distributed.

21. The distribution of the charges was as follows:—

Years.	Fixed.				Contingencies.	Grand Total.
	Supervision.	Preventive.		Total of Fixed.		
	Commissioner, Deputy and Assistant Commissioner, Collectors and other Offices.	Deputy Collectors, Deputy Inspectors, Patrols, Assistant Patrols, Sub-Assistant Patrols, and Sub-Deputy Inspectors.	Subordinate Officers and Men.			
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1870-71	2,45,700	4,19,542	9,41,539	16,06,781	1,63,406	17,70,187
1869-70	2,57,709	4,56,638	10,81,691	17,96,038	1,94,590	19,90,628
1868-69	2,38,371	4,52,011	9,66,274	16,56,656	2,34,862	18,91,518
1867-68	2,26,375	4,36,444	9,02,865	15,65,684	2,17,512	17,83,196

Contingent charges, as well as charges for salaries, have diminished (*vide* Annexure III.)

Altered system of account responsible for much of this diminution.

Not only have the charges for salaries been reduced, but a considerable saving effected in contingencies. The details will be found in Annexure III. This is to some extent due to the same cause as that which reduced the miscellaneous receipts, namely, the exclusion from both "credit" and "debit" of certain items which ought either not to be received, or which, being received, are at once paid away again. But the main decrease is due to the exclusion, from the 1st October, of the excavation charges in the Panjab. These were met from the one anna cess which was kept as a deposit account, the balance remaining, after meeting the charges, being credited to Government. The great saving in the Nagpur Division and Berar is due to the abolition of the loop-line. The charges for the Berar portion are now divided equally between the Berar Administration and the British Government.

The saving in the Nagpur Division is due to the abolition of the Wurda loop-line, and to the system of debiting the charges equally against the Central Provinces and Berar Administration.

NET RECEIPTS.

22. The net receipts for the last four years are herewith exhibited:—

Years.	Gross Receipts.	Charges.	Net Receipts.	Percentages of Charges on Realizations.
	Rs.	Rs.	Rs.	Rs.
1870-71	1,52,56,500	17,70,186	1,34,86,314	11·6
1869-70	1,62,67,020	19,90,628	1,42,76,392	12·23
1868-69	1,55,26,927	18,91,518	1,36,35,409	12·18
1867-68	1,57,71,310	17,83,196	1,39,88,114	11·31

Notwithstanding diminished receipts, the percentage of charges to realizations has fallen,

and the ratio would have been more favourable were this Department credited with duty realized on its account in Bombay and Madras.

Shows what in this case the ratio would be.

Taking all circumstances into consideration, the cost to the State of the Department of Inland Customs is moderate.

Owing to the reduction of the charges, the percentage of charges to realizations has considerably diminished, notwithstanding the great falling-off in the receipts. If this Department were credited with the amount of duty realized in Madras and Bombay on salt imported across our line, on which account it is believed that little or no extra charge is incurred by these Presidencies, the results shown would be still more favourable, for the gross receipts would then be Rs. 1,69,30,224, and the percentage of charges thereon would be less than $10\frac{1}{2}$. When it is remembered that the whole of the Indus Valley is purely preventive, and realizes no duty whatever, that no salt duties are realized on the Sutledge line, and that the Internal Branch of the Department is almost purely preventive, while from the extent of country that it has to watch it costs nearly $2\frac{1}{3}$ lakhs of rupees, I think the percentage of charges to realizations may be termed moderate.

23. The distribution and the provincial details of the net receipts are given in the following tables:— Net receipts analysed provincially.

Years.	Mines (exclusive of those of Kohat.)	Line.	Internal.	Total.
	Rs.	Rs.	Rs.	Rs.
1870-71	34,79,396	1,01,21,852	1,14,934	1,34,86,314
1869-70	42,66,261	1,01,77,984	1,67,853	1,42,76,392
1868-69	35,49,212	1,02,28,521	1,42,324	1,36,35,409
1867-68	33,69,054	1,07,30,596	1,11,536	1,39,88,114

NET RECEIPTS.—*Provincial Details.*

Years.	Panjab.			North-Western Provinces.			Oudh.	Central Provinces.	Total.
	Mines (exclusive of Kohat.)	Line.	Total.	Line.	Internal.	Total.	Internal.	Line.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1870-71 ...	34,79,396	49,70,055	84,49,451	42,38,853	65,470	41,73,383	49,464	9,12,944	1,34,86,314
1869-70 ...	42,66,261	48,09,013	90,75,274	46,02,631	1,13,670	44,88,961	54,183	7,66,340	1,42,76,392
1868-69 ...	35,49,212	44,31,848	79,81,060	47,21,360	97,159	46,24,201	45,165	10,75,313	1,36,35,409
1867-68 ...	33,69,054	47,18,302	80,87,356	47,01,752	69,347	46,32,405	42,189	13,10,542	1,39,88,114

In paragraph 42 of last year's report Mr. Hume explained how mutually dependent on each other are the different local Governments and the different branches of the Department in the matter of Inland Customs revenue, so that these figures do not really represent the portion of revenue due to each Administration or to each branch of the Department. I need not further discuss this question. Taking the figures for what they are worth, the following are the percentages deduced from them:— The various Administrations are mutually dependent on each other for the revenue yielded by this large Department. Provincial percentages considered.

Percentages of Cost on Realizations for each great Branch of the Department.

Years.	Mines (exclusive of Kohat).	Line.	Internal.	Total.
1870-71	5·80	11·60	198·15	11·6
1869-70	5·03	12·83	270·77	12·23
1868-69	6·15	12·21	253·35	12·18
1867-68	6·17	11·17	211·28	11·31

Percentages of Cost on Collections.—Provincial.

Years.	Panjab.			N. W. Provinces.			Oudh.	Central Provinces.	Total.
	Mines (exclusive of Kohat.)	Line.	Total.	Line.	Internal.	Total.	Internal.	Line.	
1870-71 ...	5·80	8·02	7·06	10·43	163·42	13·69	454·98	30·56	11·6
1869-70 ...	5·03	8·95	7·15	10·43	232·55	14·08	532·18	38·94	12·23
1868-69 ...	6·15	9·12	7·83	9·51	219·51	12·73	492·19	30·95	12·18
1867-68 ...	6·17	8·4	7·48	8·73	179·15	11·58	434·7	26·31	11·31
Average ...	5·79	8·62	7·35	9·77	198·65	13·02	478·51	31·69	11·83

24. I now proceed to discuss in greater detail the operations of the different branches of the Department. The Mines in the salt range come first. The receipts for the past four years are exhibited in the following table:— THE THREE GREAT BRANCHES OF THE DEPARTMENT.

MINES.

Shahpur Salt Mines.

Years.	Names of Mines.				Total.	Miscellaneous.	Grand Total.
	Mayo.	Surdi.	Wurcha.	Kalabagh.			
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1870-71	27,99,092	2,20,686	4,45,040	1,99,584	36,64,402	23,995	36,88,397
1869-70	35,03,171	4,26,485	3,99,856	1,61,946	44,91,458	1,081	44,92,539
1868-69	29,10,338	2,50,506	4,16,292	2,03,445	37,80,581	2,354	37,82,935
1867-68	28,97,530	1,91,819	2,83,783	2,16,189	35,89,321	576	35,89,897

Sales have this year fallen off.

As previously stated, the sales here have considerably fallen off and this has been the main cause of the decreased realizations of the Department. Of the special causes of this decrease Mr. Wright gives the following account :—

Causes for this assigned by the Collector of the Shahpur Division.

"Several causes have operated to affect the salt trade of this division as a whole during the past year.

First, marts overstocked;

"*First.*—The unprecedentedly large purchases made towards the close of 1869-70 for export eastward out of the Panjab, but owing to altered circumstances in the marts of the North-Western Provinces the whole of the excess purchases made were not exported, which resulted in the marts of the Panjab being overstocked.

Second, severe drought;

"*Second.*—Very severe drought caused by a deficiency of rain, and early frosts which destroyed the grass.

Third, commercial failures.

"*Third.*—Heavy failures of several mercantile houses at Amritsur which caused a panic in the money market.

First cause discussed.

"As regards the first and chief cause of the derangement of the salt traffic of the year just closed, the merchants were led away by false hopes to make large purchases of this salt for exporting to the North-Western Provinces, owing to a deficiency of supply in those marts, indicated by the high prices ruling in them; but as such deficiency did not last long, owing to large importations into the North-Western Provinces of the Western or Rajputana salts, the greater portion of the salt purchased at these mines did not find an exit out of the Panjab, and consequently tended to overstock the marts, which affected the trade of the division for the first six months of the year.

Second cause considered.

"From October, however, our trade resumed its usual healthy state, with a briskness which led to the hope that most of the deficiency of the previous months would be made good; but carriage, after the despatch of all the available camels of the Panjab, began to fail us, owing to the great want of fodder which began to be felt, the result being that the large herds of cattle of Lobanahs and Tailees, and the larger number of carts laden with goor and sugar which generally came from the East, could not be brought to carry our salt.

Third cause considered.

"And then followed the heavy failures of several large and respectable mercantile firms of Amritsur whose dealings were wide-spread, and which caused many other insolvencies of minor firms, so that a great panic was caused in the money market and our salt trade was affected.

Notwithstanding these adverse influences, the year's operations were above those of average years preceding.

"Notwithstanding, however, all the above causes which have operated to diminish the revenue of the year, as compared with that of 1869-70, it will be found from the subjoined statement that the actual quantity of salt which has been cleared from the depôts has been really in excess of the two years preceding 1869-70.

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1870-71.

Quantity of Salt cleared from Depôts.

Years.	Quantity. Mds.
1870-71	12,75,510
1869-70	14,62,607
1868-69	12,50,239
1867-68	11,76,237
TOTAL	51,64,593
AVERAGE	12,91,148

This, of course, is owing to many of the Rowannahs, granted at the close of March 1870, not being taken to the mines till the following months; consequently, while the money payments for those Rowannahs were included in the revenue of 1869-70, the salt given for them is included in the above account." In respect to the Sardi Depôt, the Collector further explains that in 1869-70, owing to the malpractices of the native establishment, who had been in the habit of surreptitiously giving extra salt to the merchants, an improper inducement was held out to resort to this depôt. These malpractices have been put a stop to, and the trade has reverted to its normal average.

Sales though effected in 1869-70, clearances did not occur until 1870-71, consequently part of the enhanced revenue of the former year really belongs to this year if clearances are considered.

Moreover, malpractices (since detected and put a stop to) at the Sardi Depôt during 1869-70 increased its revenue unduly.

25. Dr. Warth has made himself extremely useful in directing and superintending the execution of various works of improvement in the Mayo mines. In Appendix D. will be found his report on this subject. Numerous necessary repairs of existing drainage and other drifts were executed; some new roads were made and old ones kept in repair; the valuable space near the weighing-house was cleared of *debris;* and, besides other miscellaneous work, nearly 800 feet of new drifts were made. One of the most important of these is a connecting tunnel between the Buggy and Sujiwal mines. Since he wrote his report this has been completed. It is 466 feet in length, and, with the exception of about 60 feet of marl, runs through pure salt, and establishes the fact that the lower Buggy salt seam is identical with Sujiwal seam. The accuracy of Dr. Warth's survey, which was accomplished with rough instruments, may be estimated by the fact that when the workings from the two ends met, it was found that the level of each exactly coincided; the only errors were that the tunnel was one foot longer than he had calculated, and there was a lateral error of one foot. The execution of this work, which I may term the "Mont Cenis Tunnel" of the Mayo mines, will be most valuable for future workings. It has much improved the ventilation of the mines. It has also been ascertained that the old Mokhad mine is in the same seam of Sujiwal, and this shows "that the greatest part of the salt field west of Sujiwal mine has been used up." Dr. Warth has projected several new works for the current year, the execution of which depends only on the Budget provision. He has also carefully examined the salt range east and west of the Mayo mines, and has submitted most interesting reports thereon, which will also be found in Appendix D.

Dr. Warth's services were this year of great use. (*Vide* details, Appendix D.)

Improvements effected by him are here briefly noted.

Remarkable accuracy of Dr. Warth's survey noticed.

New works have been projected by him,

and the salt range east and west of Mayo carefully examined.

SALT WORKS.

Sultanpur.

26. As anticipated in last year's report, the manufacture in the Sultanpur Mehals has increased as well as the sales; the stocks were very large at the close of the year. The figures for four years are given below:—

YEARS.	Stocks at commencement of year.	Manufacture during the year.	Sold during the year.	Stocks in hand at close of year.
	Mds.	Mds.	Mds.	Mds.
1870-71	1,11,169	7,16,697	6,79,409	1,48,457
1869-70	59,699	6,65,509	6,14,039	1,11,169
1868-69	46,417	7,11,934	6,98,652	59,699
1867-68	1,90,448	5,76,908	7,20,939	46,417

GENERAL REVIEW.
THE THREE GREAT BRANCHES OF THE DEPARTMENT.

Progress here manifest, due to Hakimee cess being administered by the Department.

This progress is said to be due to the new system by which the Hakimee cess is levied by this Department, instead of being farmed out to contractors. Although the average rate of the cess is now little more than half the rate levied by the contractors, yet the incentive to production has been thereby so much increased that we realized Rs. 50,427, against Rs. 41,325 paid by the contractors to Government in 1869-70. The new system was in force for only eleven months of 1870-71. Had it been introduced at the commencement of the year, the result would have been still better.

Had the new system been in force throughout the entire year, result would have been better still.

Noh.

27. The manufacture and sales in the Noh Mehals for the last four years were as follows:—

Years.	Amount in store at commencement of year.	Amount manufactured during the year.	Amount sold during the year.	In hand at close of year.
	Mds.	Mds.	Mds.	Mds.
1870-71	2,93,188	2,23,540	2,09,243	3,07,485
1869-70	4,10,378	2,30,934	3,48,124	2,93,188
1868-69	3,94,158	2,60,517	2,44,297	4,10,378
1867-68	4,93,732	1,06,545	2,06,119	3,94,158

Decrease here manifest is due to unfavorable weather for manufacture and to increasing favor of Kokan in the Central Province's marts.

Manufacture at the local salt works also affected this salt unfavorably.

The decrease of 7,394 maunds in manufacture is attributed to unfavorable weather and the state of the pans, some of which were new and others were under repair. This Noh salt (Salambha) seems to be losing its market down-country, owing to the large importations of Kokan which is superior and cheaper. The local manufacture in Oudh is said also to have affected the sales of Salambha salt.

LINE.

remains practically unaltered.

28. The line has not altered materially since 1869-70. In the Hissar Division a correction has been made diminishing it in length by 1½ miles, and in the Berars by 3 miles; on the other hand, 6 miles of line have been added round the works at Nawa and Godha in the Sambhar Division. Details will be found in Annexure VI. The following statement shows the condition of the Customs barrier:—

Details given in Annexure VI.

	No. of miles perfect.					Good, but not quite sufficient.				Wanting.	Insufficient.	Total No. of miles.
	Green hedge.	Combined green and dry hedge.	Dry hedge.	Stone wall.	Total.	Green hedge.	Green and dry hedge.	Dry.	Total.			
Karor ...	...	...	24	...	24	...	...	120·5	120·5	70·5	...	215
Hissar ...	...	26	76	...	102	21·5	16	...	37·5	...	51·5	191
Delhi ...	1	47	46·5	..	94·5	...	...	...	...	...	2	96·6
Total ...	1	73	146·5	...	120·5	21·5	16	120·5	158	70·5	53·5	502·5
Agra ...	80·5	74	4	...	158·5	...	...	...	...	...	..	158·5
Jhansi ...	36	43·5	25	75	105·25	8	29·5	23·5	61	...	6·5	172·75
Total ...	116·5	117·5	29	75	263·75	8	29·5	23·5	61	...	6·5	331·25
Saugor ...	38·75	...	...	1·77	40·52	45·88	8	...	53·88	...	53·58	147·98
Hoshungabad ...	...	..	...	...	...	...	...		...	...	216·5	216·5
Total ...	38·75	...	...	1·77	40·52	45·88	8	..	53·88	...	270·08	364·48
Grand Total ...	156·25	190·5	175·5	2·52	524·77	75·38	53·5	144	272·88	70·5	380·08	1,198·23
Total for 1869-70, excluding Karor...	117·75	150·25	142·75	2·75	413·5	95	59·25	63	217·25	...	255·5	986·25

State of the Customs barrier noticed—

in the Karor Division.

Hissar.

The perfect barrier has increased by 111¼ miles. On the Sutledge line alone 24 miles of perfect protection, and 120½ miles of less perfect protection, by a dry hedge, have been provided in the course of the year. In the Hissar Division the insufficient barrier

is chiefly in the northern beats, but there is a ditch and mound which gives great security from Fazilka to Ladwi. The Dilhi Division is completely protected except for two miles. The prickly pear *(nagphani)* seems to succeed here. In the Agra Division the barrier is now perfect throughout, half being live hedge. In the Jhansi Division there have been great difficulties to contend with. Frost and field rats attacked the young plants. With regard to the rats, the Collector reports that "the Patrol of Chirgaon has let loose a number of wild cats in his hedge, whose presence has cleared the place of these destructive animals to some extent." The dry hedge has also been damaged by hurricanes, and fire communicated from the grass, which grows right up to the hedge. The Deputy Commissioners of Jhansi and Lalatpur have both been addressed by the Collector, with a request that either the zemindars will clear the grass away from the proximity of the hedge, or allow the Customs men to do so. Apparently, no notice has been taken of his representations. It will be observed that in this division there are three-quarters of a mile of stone wall. This is constructed where a hedge is impracticable. In the Sagar Division there is a mile and three-quarters of stone wall. The Collector gives a very unfavourable account of the protection afforded by the hedge; in almost every beat there are portions which, being insufficient, nullify the advantages of the perfect hedge where it exists. The Collector has called the attention of his subordinates to this most important matter, and I hope to find great improvement in the current year. In the Hoshungabad Division the hedge nowhere forms a perfect barrier. The soil for the upper ten miles of the division is very bad. The only plant likely to thrive is cactus, of which nurseries are being made. There are fifteen miles of better but still bad soil in the Burhanpur Section. To the eastward where a hedge is most essential there is good promise of its being in time efficient. In the Nagpur Division there is no hedge, and luckily it is not so much required, as there is but little smuggling. In the Raipur Division the efforts to make a live hedge have everywhere failed, but the Collector reports that in many parts of the line it is perfectly feasible, if we could have a strip of land made over to us for its cultivation. This question is under consideration.

Dilhi.

Agra.

Jhansi.

Authorities in this Division addressed, but ineffectually so, to afford the Department aid against loss from fire.

Stone wall noticed.

Sagar.

Hedge unfavourably reported on by Collector.

Measures adopted for improvement.

Hoshungabad.

Nagpur.

No hedge here nor is any luckily required.

Raipoor.

Efforts have heretofore failed here, but success is not despaired of.

29. The Indus Valley Line is maintained solely to prevent the entry of the Kohat salt into the country, this side of the Indus. Excepting a few miscellaneous items it has no receipts. The net cost in 1870-71 was Rs. 52,353; to this must be added the cost of the establishment, &c., at the Kohat mines, Rs. 29,337, making a total of Rs. 81,690. In paragraph 5 I have shown the realizations from these mines to be Rs. 85,565, so that on the whole there is the small surplus of Rs. 3,875.

Object of maintenance of Indus Valley Line.

Its cost.

30. Only export duties on sugar are realized on the Sutledge line. That these have fairly increased during the past year will be seen from the following Statement:—

On the Sutledge Valley or Multan Line only, export duties on sugar are levied.

Years.	Sugar.		Miscellaneous.	Total Rupees.
	Quantity.	Rupees.	Rupees.	
1870-71	27,316	15,165	1,373	16,538
1869-70	22,785	12,076	292	12,368
1868-69	33,177	17,672	1,243	18,915
1867-68	25,513	13,345	213	13,558

An increase in these duties is noticed and explained.

The collection of sugar duty on the Indus and Chenab was legalized on the 1st May 1871.

The increase in sugar duties over 1869-70 thus appears to be Rs. 3,089, but of this Rs. 1,380 is nominal, as it was due to irregular levy of duty on sugar passing down the Indus and Chenab rivers which was subsequently refunded, so that the increase of duty was really only Rs. 1,708. The collection of duties on the Indus and Chenab was not legalized until the 1st May 1871. From the following details it will be seen that the increase was in both refined and unrefined sugar:—

Years.	Refined.		Unrefined.		Total.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
1870-71	7,874	7,874	19,442	7,291	27,316	15,165
1869-70	5,650	5,650	17,135	6,426	22,785	12,076
1868-69	8,369	8,369	24,808	9,303	33,177	17,672
1867-68	6,043	6,043	19,470	7,301	25,513	13,344

The Collector remarks that the last season's crop was abundant, and the circumstances of the consumers were easier than in the preceding year, when extreme scarcity prevailed.

The actual crossings of this Division are larger than is shown by its return of collections.

A much larger quantity of sugar crosses this line than is shown in the above Statement. The duty on the difference is paid at the Hissar Custom House. In the past year there was an increase in the amount of refined sugar actually crossing the Sutledge line, but a decrease in the amount of unrefined sugar. The Collector attributes this to an evasion of the duties by the exporters sending the sugar down the Chenab. Since the 1st May duty has been levied on sugar passing this route, so that in the current year we may expect a large increase of revenue.

During 1871-72 it is anticipated that the trade of this division will largely increase.

Miscellaneous revenue.

The increase in the miscellaneous receipts is due to the exhibition on account of unclaimed deposits, &c., which were formerly excluded by order of the Accountant-General.

Hissar.

31. The gross realizations of the Hissar Division for the last four years are exhibited below:—

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1870-71	17,79,649	2,53,102	4,881	20,37,632
1869-70	17,79,875	2,14,921	4,846	19,99,642
1868-69	15,89,738	2,08,404	3,698	18,01,840
1867-68	15,65,937	3,61,368	2,837	19,30,142

Development of the salt revenue of this division noticed last year was maintained in 1870-71.

It will be seen that the large development of the salt revenue which obtained last year has been almost maintained. Trade has been favored by the facilities of Railway carriage and the improved circumstances of the consumers, who were previously impoverished by scarcity. The following tables give the actual imports of each description of salt which crossed the line in the Hissar Division, and the quantity which paid duty at the Hissar Custom House. It will be seen that Hissar gets credit for more than double the salt that is actually imported in the division. The rest crosses the line chiefly in the Dilhi Division.

Nominal imports are almost double the actual imports.

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1870-71.

Actual Imports.

Detail of Salt of all descriptions that actually crossed the Line in the Hissar Division.

Years.	Puchbudra.	Sambhur.	Didwanah.	Black.	Kharee.	Phullowdee.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71	867	29,831	2,55,531	1,412	1,467	402	82	2,89,592
1869-70	...	38,961	2,13,847	110	2,056	833	...	2,55,807
1868-69	27	25,237	2,06,176	283	853	2,952	134	2,35,662
1867-68	76	17,849	1,92,927	307	1,764	4,277	38	2,17,238

Nominal Imports.

Detail of Salt of all descriptions on which duty was paid in the Hissar Division of Customs.

Years.	Sambhur.	Didwanah.	Black.	Phullowdee.	Sultanpoor.	Kharee.	Salumbha.	Puchbudra.	Rewasa.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71	2,07,458	3,72,346	9,534	377	1,956	1,460	...	3	82	5,93,216
1869-70	2,22,357	3,57,408	6,690	902	3,643	2,043	248	...	...	5,93,291
1868-69	2,10,406	2,90,044	4,337	2,952	20,905	942	286	27	27	5,29,926
1867-68	1,96,738	3,03,214	4,216	4,281	11,684	1,769	23	75	28	5,22,028

The trade of the division is chiefly in Didwanah salt, the import of which is favored by the return carriage afforded by the sugar trade with Rajputana. There has been a great increase in it, and the Collector is of opinion that it will ultimately displace the more expensive Sambhur. Next to Deedwanah, Sambhur is the most important salt which crosses the line here, or which pays duty at this Custom House. The importations of this variety of salt during 1870-71 are less than in 1869-70. It will be observed that the increase in Didwanah almost exactly balances the decrease in Sambhar, thus showing that, while generally the demand for salt has been sustained in rear of this line, the cheapness of Didwanah has enabled it to give its rival the go-by for the present. The importation of salts other than Didwanah and Sambhar across this portion of the line is small. The increase of the sugar exports is shown in the following tables:—

Didwanah is the description of salt which crosses most largely.

Sambhar salt comes next in the order of importance.

Very little of any other kind of salt crosses this line.

Sugar exports show an increase.

Actual Exports.

Detail of Sugar, refined and unrefined, that actually crossed the Line in the Hissar Division.

Years.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1870-71	89,034	3,35,751	4,24,785
1869-70	59,880	2,86,802	3,46,682
1868-69	61,984	2,19,835	2,81,819
1867-68	1,20,145	3,16,609	4,36,754

NOMINAL EXPORTS.

Detail of Sugar, refined and unrefined, on which duty was paid in the Hissar Division.

YEARS.	Refined.	Unrefined.	TOTAL.
	Mds.	Mds.	Mds.
1870-71	1,55,278	2,60,695	4,15,973
1869-70	1,41,387	1,96,083	3,37,470
1868-69	1,35,031	1,95,656	3,30,687
1867-68	2,44,154	3,12,564	5,56,718

The improvement most manifest in refined sugar.

The increase in the past year was chiefly in refined sugar, an indication of the improved circumstances of the consumers. Trade in this division was also stimulated by the partial failure of the cane crop in the Panjab and the inferiority of the produce there. The previous famine in Rajputana had depressed the trade. Marriages and other ceremonies, wherein sugar is freely consumed, were put off to a happier time, which has at length dawned upon the people.

Cause for satisfaction found in this.

Dilhi.

32. The following were the gross realizations of the Dilhi Division :—

YEARS.	Salt.	Sugar.	Miscellaneous.	TOTAL.
1870-71	27,51,812	5,40,185	57,493	33,49,490
1869-70	27,90,746	4,75,153	4,100	32,69,999
1868-69	26,97,725	3,53,628	4,358	30,55,711
1867-68	26,39,113	5,61,711	6,724	32,07,548

Falling-off in salt observed.

Actual and nominal imports contrasted.

Here there was a slight falling-off in the salt revenue, but still it was considerably in excess of the years previous to 1869-70. The actual imports of salt crossing the line in the Dilhi Division, and the amounts that paid duty, are shown below :—

ACTUAL IMPORTS.

Detail of Salt of all descriptions that actually crossed the Line in the Dilhi Division.

YEARS.	Black.	Balumbha.	Sambhur.	Deedwanah.	Sooltanpooree.	Salumbha.	Miscellaneous.	TOTAL.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71	8,827	16	2,46,740	1,20,661	6,88,100	50,759	311	11,15,414
1869-70	6,903	10	2,75,792	1,21,549	6,21,033	1,31,902	...	11,37,189
1868-69	3,999	27	2,62,333	86,454	7,19,196	83,435	1	11,49,445
1867-68	8,912	34	2,53,413	1,10,476	7,31,512	61,748	1	11,61,096

NOMINAL IMPORTS.

Detail of Salt of all descriptions on which duty was paid in the Dilhi Division of Customs.

YEARS.	Black.	Balumbha.	Sambhur.	Deedwanah.	Sooltanpooree.	Salumbha.	Miscellaneous.	TOTAL.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71	352	18	68,965	3,642	6,84,682	1,59,144	460	9,17,263
1869-70	32	18	67,706	2,143	6,26,554	2,33,794	2	9,30,249
1868-69	62	10	74,259	3,488	6,85,599	1,35,824	...	8,99,242
1867-68	8	32	70,917	1,077	7,07,316	1,00,354	...	8,79,704

The Collector's remarks on the subject are as follows:—

Fluctuation explained by the Collector of the Division.

"Much of the improvement in the salt trade latterly is, of course, due to the increased facilities for transporting the article from this quarter to distant localities, afforded by the line of rail now running within convenient reach. The area of its distribution, confined formerly to a small tract of country, embracing the Upper Doab and some of the trans-Gangetic markets situated in a line with this division, has, since the introduction of the railway here, been gradually extending to places far down in the north-west, and to markets situated, it is said, in the Bengal Presidency and far away in the Central Provinces. Some of the latter, though *reached*, were not, however, *held* long. Met by the cheaper supplies of salt from Bengal and Bombay, now finding their way in increasing quantities up-country, the trade sent hence has been pushed back to the nearer markets where equalized prices bar competition. Thus, confined and curtailed in its limits, the trade here has necessarily fallen off somewhat, yielding to the encroachments of the eastern salts. These encroachments have been working upwards for some time, increasing and decreasing as influenced by local circumstances; but there seems to have been an unusual run on the upper markets during the past year, occurring mostly since the middle of the year. Up to this time there was a progressive improvement in the trade consigned from this quarter, giving an excess revenue amounting to as much as Rs. 4,45,694 in seven months, and by the end of the year there was nothing left of them. The trade about this time was still further injured by the manufacture and sale of salt at the experimental licensed works in Oudh. The outturn of these was altogether insignificant, but there was enough, nevertheless, to frighten traders into stopping mostly all consignments to that part of the country, and it was only when intimation of the closure of the works was conveyed to them on your authority, that they felt sufficiently re-assured to renew work. This happened in January, and the state of activity into which the traders were now roused soon commenced to exercise an appreciable effect on our daily collections. The reaction had, however, come too late for us to regain, within the remaining portion of the year, the losses of the previous months, and the year closed, as already shown, with a decrease in our collections from salt amounting to Rs. 38,934." The Collector further points out that part of the income of this division is due to the abolition of the Muttra Custom House, and he is at some pains to show that this does not exceed Rs. 40,000. However this may be, it is shown by the above tables that while the amount of salt on which import duty is paid in this division has been increasing, the actual imports across the line in the division have been, year by year, decreasing, though not to any great extent. Sultanpuree salt has to some extent recovered itself, and this seems to be due to a fall in prices at the sarrs, and to a good and cheap supply of carriage. It appears that this salt, from its cheapness, can contend successfully with the Lahore salt, in markets north-east of the line. The Noh or Salambha salt trade was affected partly by the importation of Kokan, and partly by the Oudh works; but the chief cause of its decrease is stated to be the detection of the fraud by which this salt was made to imitate the Sambhar products, and thus, in an illegitimate way, to find a large sale in 1869-70. During the year under report supplies were plentiful and prices low at Noh. Railway communication has enabled Lahore salt to compete sucessfully with Sambhar and Didwanah salts in the markets in the Upper Doab, and this to some extent

The Dilhi Line now supplies a larger tract of country than formerly with salt.

But the limit of distribution having been reached, the trade receded to where prices were equalized,

and thus it necessarily fell off somewhat,

until by the end of the year the surplus which the year opened with was completely wiped out.

Licensed manufacture in Oudh also influenced for evil the Dilhi trade.

Abolition of the Muttra Custom House increased the revenue of the Dilhi Custom House.

Sultanpuree salt has recovered itself since the supply improved and prices fell.

Noh salt trade was not brisk owing to certain causes.

Owing to improved railway communication Lahore salt is superseding Rajputana salts.

accounts for the falling-off of the imports of these Rajputana salts into the Dilhi Division.

Sugar.

The statistics regarding the sugar exports from the Dilhi Division will be found in the following tables:—

DILHI DIVISION.

ACTUAL EXPORTS.

Detail of Sugar, refined and unrefined, that actually crossed the Line in the Dilhi Division.

YEARS.	Refined.	Unrefined.	TOTAL.
	Mds.	Mds.	Mds.
1870-71	4,02,138	4,51,663	8,53,801
1869-70	3,21,205	4,75,048	7,96,253
1868-69	2,96,513	3,89,633	6,86,146
1867-68	4,72,059	5,02,440	9,74,499

NOMINAL EXPORTS.

Detail of Sugar, refined and unrefined, on which duty was paid in the Dilhi Division.

YEARS.	Refined.	Unrefined.	TOTAL.
	Mds.	Mds.	Mds.
1870-71	3,29,531	5,61,718	8,91,249
1869-70	2,46,196	6,10,550	8,56,746
1868-69	1,99,434	4,11,184	6,10,618
1867-68	3,55,197	5,50,703	9,05,900

Prosperity of the export trade noticed.

The prosperity of the sugar trade thus exhibited was due to the quantity and cheapness of the supplies and carriage, as well as to the greatly improved condition of the consumers. It will be seen that the falling-off in the exports of unrefined sugar was more than compensated for by the increased exports of the refined article.

Cause assigned for increase of miscellaneous revenue.

I have already mentioned that the increase in the miscellaneous revenue of this division is due to the new item of the Hakimee cess now collected by us in the Sultanpur Mehals.

Agra Division.

33. I now come to the division which shows the greatest decrease in the line collections, namely, the Agra Division, of which the gross realizations for the past four years are given below:—

Gross realizations.

YEARS.	Salt.	Sugar.	Miscellaneous.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
1870-71	40,37,029	4,40,231	10,635	44,87,895
1869-70	45,55,257	4,24,885	11,891	49,92,033
1868-69	44,84,954	4,10,740	7,787	49,03,481
1867-68	41,43,251	5,42,661	4,887	46,90,799

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1870-71.

The statistics of the actual and nominal imports of salt are as follows :—

Statistics of actual and nominal imports.

ACTUAL IMPORTS.

Detail of Salt of all descriptions that actually crossed the Line in the Agra Division.

YEARS.	Balambha.	Sambhar.	Salambha.	Miscellaneous.	TOTAL.
	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71	10,59,897	2,46,096	1,64,372	48	14,70,413
1869-70	11,29,535	2,71,097	2,39,729	4,909	16,45,270
1868-69	11,62,648	2,01,409	1,76,185	16	15,40,258
1867-68	10,61,735	1,90,174	1,47,260	26	13,99,195

NOMINAL IMPORTS.

Detail of Salt of all descriptions on which duty was paid at the Agra Custom House.

YEARS.	Balambha.	Sambhar.	Salambha.	Sultanpuree.	Miscellaneous.	TOTAL.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71	10,49,955	2,10,222	85,451	.....	48	13,45,676
1869-70	11,38,161	2,70,902	1,09,354	.....	2	15,18,419
1868-69	11,74,308	2,08,397	1,11,053	825	401	14,94,984
1867-68	10,59,188	1,97,087	1,10,083	14,696	29	13,81,083

Regarding the decrease in the imports in these several salts the Collector makes the following remarks :—

Salt decrease remarked upon.

Balambha.—"Various reasons are assigned by our Officers and those merchants engaged in the salt trade with regard to the causes that have affected our imports—

Balambha.

Six reasons assigned for the falling-off of trade in this salt.

"(1). Closing the Custom House Treasury.

"(2). Small demands for this salt.

"(3). Undersold in the eastern markets by other salts.

"(4). Returns not remunerative.

"(5). Short manufacture at sars.

"(6). Interference on the part of the Bhurtpur authorities regarding the weight of salt removed from the sarrs.

"The above-named causes may one and all have assisted in checking the trade for a time, but my firm belief is that there are considerable quantities of salt, *viz.*, Balambha and Sambhar, of previous years' stock still in hand at the large marts, or else the market has been supplied to a large extent from Bengal, hence the small demand for our salts.

"The decrease during the past year has been brought about by various causes, at least such is the opinion of those merchants engaged in the trade, *viz. first*, demand for the article being small; *secondly*, by an inferior description of the salt having been sold for a time at the Lake; and, *lastly*, to the revival of the Bunjarah trade, which has no doubt in a slight degree affected the Agra imports of this important salt.

Sambhar.

Two causes assigned for the falling-off in this salt.

"The decline of the import of this salt I attribute to the fact that the price throughout the year ruled somewhat higher than in the previous year, and, as far as this division is concerned, Salumbha is never imported largely, unless other and superior salts are scarce."

Salambha.

Decline attributed to high prices and want of demand.

Mr. Rushton, an Agra merchant, assigns certain reasons for the failure of trade generally, and of salt in particular, in Agra,

These rather scanty explanations by the Collector of the decrease of the salt trade in the Agra Division are supplemented by a letter from Mr. Rushton, an Agra merchant. His remarks apply to trade generally. The most important of them refer to municipal taxation. He says: "The object of municipal taxes is that only those articles that are consumed at Agra should pay a moderate tax, whereas the taxes are paid on more than the actual consumption. It must be remembered that Agra has been for a long time the emporium of trade for the Rajputana States, and that by far the greater portion of goods that are brought here by the local traders is intended for export to the surrounding Native States. The first check this trade received is the imposition of the local tax; and although the municipal rules allow a refund of the tax from all exports made within a certain time, yet, in point of fact, the actual refunds are more or less a nullity, the central trade of Agra in connection with the Native States is falling off, and will continue to decline, if not ultimately cease. The salt trade, taken by itself, is not remunerative, but, considered as an article of exchange for other goods, it found its way readily to Agra; as long as the export trade of Agra to the surrounding Native States continued healthy, it naturally flowed here in exchange of goods exported; the very carts employed in the export trade brought back salt. A decline in one trade will immediately affect the other. The Agra trade is slowly diverging to Hattras and other small towns near Dilhi, which do not possess the doubtful advantage of municipalities as at present constituted, to which places you must look for the revival of the salt trade."

which are considered worthy the attention of Government.

I do not know how far these allegations may be true, but they appear to deserve the attention of the Government of the North-Western Provinces. Mr. Rushton further alleges that the gradual drying-up of the River Jumna has affected the Agra trade, and he is not of opinion that the overstocking of the eastern district has done so.

Sugar.

Actual and nominal exports contrasted.

The statistics regarding sugar exports, actual and duty-paying, in the Agra Division, are given in the following tables:—

ACTUAL EXPORTS.

Detail of Sugar, refined and unrefined, that actually crossed the Line in the Agra Division.

YEARS.	Refined.	Unrefined.	TOTAL.
	Mds.	Mds.	Mds.
1870-71	3,05,719	3,62,546	6,68,265
1869-70	2,65,722	4,19,327	6,85,049
1868-69	2,68,348	4,08,129	6,76,477
1867-68	3,97,298	4,15,602	8,12,900

NOMINAL EXPORTS.

Detail of Sugar, refined and unrefined, on which duty was paid at the Agra Custom House.

YEARS.	Refined.	Unrefined.	TOTAL.
	Mds.	Mds.	Mds.
1870-71	3,17,334	3,27,709	6,45,043
1869-70	2,75,489	3,98,365	6,73,854
1868-69	2,63,914	3,91,513	6,55,427
1867-68	3,97,147	3,88,021	7,85,168

Here, as in the Dilhi Division, there has been an increase in the exports of refined sugar, which, financially, has more than compensated for the decrease in unrefined exports, and similar causes for this are assigned.

As in the Dilhi Division, and for similar reasons, there is an increase.

The change of system by which, on the 24th December 1870, the Agra Customs Treasury was abolished, and duty has been paid into the Bank of Bengal, though at first much objected to by the traders, is now working smoothly.

The abolition of the Agra Customs Treasury has not hindered trade.

34. In the Jhansi Division there has been a great improvement as compared with 1869-70, as will be seen from the following figures showing the gross realizations :—

Jhansie Division.

Gross realizations.

Gross Realizations.

Years.	Salt.	Sugar.	Miscellaneous.	Total.
1870-71	1,83,346	58,666	2,876	2,44,888
1869-70	88,632	55,586	2,778	1,46,996
1868-69	2,33,237	77,858	2,868	3,13,963
1867-68	3,67,301	91,196	2,131	4,60,628

The details of the actual and nominal salt imports are given below :—

Actual and nominal imports compared.

Actual Imports.

Detail of Salt of all descriptions that actually crossed the Line in the Jhansi Division.

Years.	Sambhur.	Kansia.	Chootea.	Balumbha.	Salt in Saltpetre.	Black Salt.	Salt in Russee Muttee.	Total.
1870-71	62,791	260	76	...	1	...	...	63,128
1869-70	33,896	116	169	...	8	...	3	34,192
1868-69	77,824	7,757	9	...	2	...	16	85,608
1867-68	1,25,461	235	53	24	7	...	4	1,25,784

Nominal Imports.

Detail of Salt of all descriptions on which duty was paid at the Jhansi Custom House.

Years.	Sambhur.	Chootea.	Kansia.	Salt in Russee Muttee.	Salt in Saltpetre.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71	61,035	77	1	...	1	61,114
1869-70	29,445	89	1	1	8	29,544
1868-69	77,161	8	555	19	2	77,745
1867-68	1,22,372	25	24	10	2	1,22,433

Practically, Sambhar is the only salt imported here to any extent. The increase is attributed solely to a revival in the Banjarah trade, brought about by a reduction of prices by the Banjarahs, who have thus been able to drive railway-borne salt out of the market.

An increase is observed which is attributed to the revival of the Bunjarah trade.

The Collector calculates, on information given him by the traders, that a maund of Sambhar salt costs the Banjarah Re. 1-4-6. The price has been reduced in the depôts outside of the line from Rs. 3-4-4 to Rs. 2 per maund, so that a profit still remains of 11 annas 6 pie per maund according to the Collector's calculation.

The Collector, Mr. Martin, contrasts the prices of railway-borne and Bunjarah-carried salt,

to which Mr. Batten takes certain objection, but considers that on the whole the result of competition is most satisfactory.

In these, however, the cost of the bullock carriage has been excluded, on the ground that the cattle are the property of the Banjarahs. When we consider the interest on the cost price of the cattle, the loss by death, the grazing fees, and the subsistence of the Banjarahs during the two months of the transit from Sambhar to Jhansi, the margin of profit must be exceedingly small. It appears, however, sufficient for the maintenance of the trade, and I cannot but consider the reduction of price to the community, owing to the competition of the railway-borne salt, a most satisfactory circumstance. The Railway referred to is the East Indian. It does not appear that Kokan salt has yet found its way into the markets supplied through the Jhansi Division.

Sugar.

Actual and nominal exports compared.

The actual and nominal exports of sugar are given in the following tables :—

ACTUAL EXPORTS.

Detail of Sugar, refined and unrefined, that actually crossed the Line in the Jhansi Division.

YEARS.	Refined.	Unrefined.	TOTAL.
	Mds.	Mds.	Mds.
1870-71	51,121	52,606	1,03,727
1869-70	37,087	68,635	1,05,722
1868-69	47,295	81,491	1,28,786
1867-68	63,341	74,272	1,37,613

NOMINAL EXPORTS.

Detail of Sugar, refined and unrefined, on which duty was paid in the Jhansi Custom House.

YEARS.	Refined.	Unrefined.	TOTAL.
	Mds.	Mds.	Mds.
1870-71	41,272	46,380	87,652
1869-70	30,414	67,121	97,535
1868-69	47,295	81,491	1,28,786
1867-68	63,341	74,272	1,37,613

Mr. Martin remarks on the state of the export trade during 1870-71,

On these I will quote the Collector's remarks :—"This increase is simply the result of a comparison with a year representing the worst financial results of this line since its establishment. With a favourable season and abundance of produce in the eastern markets, the export of sugar should have reached its maximum ; but the Native States of Indore, Kotah, and others hitherto supplied by Bunjarahs, who exported sugar periodically across the line, being now supplied by the Railway *vid* Agra and Jabalpur, the Bunjarahs have had to abandon the trade in this article. The despatches which cross this division have now but a very limited area of distribution, and the quantity exported is in proportion to the demands of the markets west of the Customs *cordon*. Date sugar, reported to have reached Indore and the adjacent markets, is said to undersell Mirzapoor sugar by Re. 1-8 per Gon (three maunds), but the partiality for the latter is so great that there is no likelihood of an article from Bombay displacing it in Central India. Goor crossing this division has never gone beyond Datia, Isangurh, and similar other places in the

and shows how the Railway influenced the trade of this division.

Goor passed across the Jhansie Line does not go far beyond the neighbourhood of the town of Jhansie.

neighbourhood of Jhansie, as it is an article of local produce, and every district supplies more or less its own wants. The rise and fall, therefore, in its traffic is neither remarkable nor influenced by any extraordinary causes. The decrease of the past year is said to be owing to the old stocks remaining unsold, in consequence of which fresh supplies were brought in but sparingly."

Dearness of grain in Marwar diminished our import and export collections.

The Collector further observes "that, but for the dearness of grain in Marwar, which the Bunjarahs are now engaged in transporting, and which yields them a larger profit than either salt or sugar, our collections would have been still more favorable."

Certain apparently extortionate transit dues seem to be levied on the town of Jhansi.

This matter is being enquired into.

Certain transit duties appear to be levied on salt and sugar, as they enter and leave the town of Jhansi, by a contractor under the Gwalior Durbar, and it is said by traders that this contractor levies still higher rates than are sanctioned by his contract. I have directed further enquiries to be made on this subject.

Sagar Division.

Gross realizations.

35. The gross realizations of the Sagar Division for the past four years were as follows :—

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1870-71	3,28,770	30,159	7,712	3,66,641
1869-70	2,59,647	31,574	8,617	2,99,838
1868-69	4,73,531	42,322	25,935	5,41,788
1867-68	7,71,722	42,201	7,110	8,21,033

Salt.

Increase manifested, which, however, the Collector is not sanguine about.

Here a large percentage of increase is shown over 1869-70. The Collector observes: "I am by no means disposed to view the increase of this year as permanent, or as affording in the least degree evidence of the return to its old channels of the salt trade, but regard it rather as the dying struggle of the Bunjarahs to avert, if possible, their threatened doom. They will in all probability become convinced, ere the year is out, of their utter inability to compete with the rail. In its present stage of transition, however, it would be difficult to correctly fix the future level of the trade of this division, but from the prevailing aspect of affairs I should hesitate even to accept the results of the year just closed as representing the average. To those in the habit of looking before them, it must have been evident years ago that the opening of the rail to Jabalpur and, further, its extension to Bombay, would of necessity reduce Saugor as a salt mart to one of comparative insignificance. This contingency, however, never appears, until lately, to have presented itself to the mind of the self-reliant Bunjarahs, who even now fail to comprehend fully the nature of the agency that has been instrumental in their ruin, and seem to be still cherishing a latent hope of being able, in spite of all, to hold their own. Some of the most enterprising among them in a recent interview assured me that within the last two years or so they have been shorn of half their substance by heavy losses in salt and cattle. The idea or hope of being yet able to regain lost ground being ever present, the least indication of a growing demand in the marts below line is readily construed as foreshowing the desired end, and as eagerly acted up to. This delusion, encouraged by the high prices at Jabalpur in the early part of the year, has also helped to swell our realizations."

A delusive belief on the part of the Bunjarahs of their ability to vie with rail-borne trade has spasmodically improved trade ; but it cannot last.

Actual and nominal imports.

The details of actual and nominal imports of salt are given below :—

ACTUAL IMPORTS.

Detail of Salt of all descriptions that actually crossed the Line in the Saugor Division.

YEARS.	Kansia.	Sambhur.	Miscellaneous.	TOTAL.
	Mds.	Mds.	Mds.	Mds.
1870-71	83,604	25,799	151	1,09,554
1869-70	47,936	36,742	.....	84,678
1868-69	1,41,686	18,366	.....	1,60,052
1867-68	2,27,095	13,248	.....	2,40,343

NOMINAL IMPORTS.

Detail of Salt of all descriptions on which duty was paid at the Saugor Custom House.

YEARS.	Kansia.	Sambhur.	TOTAL.
	Mds.	Mds.	Mds.
1870-71	68,004	41,585	1,09,589
1869-70	43,077	43,471	86,548
1868-69	1,24,110	33,732	1,57,842
1867-68	2,18,673	38,567	2,57,240

Kansia and Sambhur are the two salts imported across the Saugor Line.

The only two salts brought across the line in this division are Kansia, from Puchbudra, and Sambhar. Kansia salt is the better, but Sambhur is cheaper. The salt trade of the year opened well owing to the high prices then prevailing in the Jabalpur market, which induced the Bunjarahs to import largely. The subsequent fall in the price caused the stock in the Bonded Warehouse to increase. At the close of the year it approached 80,000 maunds, and seems to have been kept there in the hope of better prices. The Collector thinks that the traders are doomed to be disappointed, looking at the price of Kokan and Baragura salts in the Jabalpur market. Kokan was Rs. 4-8 per maund, and Baragura Rs. 6 per maund, while, in the Collector's opinion, Kansia, which is little if at all superior to Baragura, cannot be brought there at a less cost than Rs. 6-10 per maund.

Sugar.

Actual and nominal exports.

The statistics of actual and nominal exports of sugar are given in the following tables :—

ACTUAL EXPORTS.

Detail of Sugar, refined and unrefined, that actually crossed the Line in the Saugor Division.

YEARS.	Refined.	Unrefined.	TOTAL.
	Mds.	Mds.	Mds.
1870-71	17,891	10,506	28,397
1869-70	20,871	7,816	28,687
1868-69	26,029	6,328	32,357
1867-68	27,425	4,012	31,437

NOMINAL EXPORTS.

Detail of Sugar, refined and unrefined, on which duty was paid at the Saugor Custom House.

YEARS.	Refined.	Unrefined.	TOTAL.
	Mds.	Mds.	Mds.
1870-71	24,464	15,183	39,647
1869-70	27,483	10,905	38,388
1868-69	38,166	11,082	49,248
1867-68	37,142	13,490	50,632

The Railway has also damaged the refined sugar trade of this division by diverting it to Hoshungabad and Hurdui. The Collector says: "It seems not improbable that this division will export little beyond what is necessary for the supplying of the surrounding country and possibly a section of Bhopal." On the export of unrefined sugar we levy no duty at the three lower posts, and the above figures do not, therefore, include the amount exported by these posts. For the rest the export has increased owing apparently to the improved circumstances of the consumers and the development of local production.

As in the import trade, the Railway has, by diverting the export trade, damaged the revenue of the Saugor Division.

36. The next division of the line is Hoshungabad, which is traversed by the Railway from Bombay. The following are the gross realizations credited to this division :—

Hoshungabad Division.

Gross realizations.

Years.	Salt.	Sugar	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1870-71	36,788	71,893	2,863	1,11,544
1869-70	71,227	16,885	5,230	93,342
1868-69	90,000	13,710	2,441	1,06,151
1867-68	97,827	12,981	5,275	1,16,083

So far as regards salt, the above figures give no idea of the actual value of the line. The following tables will show that the duty on more than a lakh of maunds imported by railway from Bombay across this portion of the line was not credited to the division. For convenience, one portion of the duty, Re. 1-3 per maund, is credited to the Nagpoor Custom House. The whole duty realized by Government on salt entering the Hoshungabad Division, at Rs. 3 per maund, amounted in 1870-71 to no less a sum than Rs. 3,65,508, against Rs. 2,13,519 in 1869-70.

As regards salt, the above table gives an incorrect idea of the value of this line,

its realizations being, for the sake of convenience of account, credited to Nagpoor.

Actually, the imports of this division have largely increased.

Actual Imports.

Detail of Salt of all descriptions that actually crossed the Line in the Hoshungabad Division.

Years.	Kansia.	Sambhur.	Baragura.	Kokan.	Kansia and Sambhur mixed.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71	11,431	281	26,584	83,522	16	2	1,21,836
1869-70	7,795	7,400	7,843	46,269	1,864	2	71,173
1868-69	18,354	2,131	3,786	42,813	2,379	14	69,477
1867-68	20,809	20	2,731	33,576	1,640	5	58,781

Nominal Imports.

Detail of Salt of all descriptions on which duty was paid at the Hoshungabad Custom House.

Years.	Kansia.	Sambhur.	Kokan.	Baragura.	Kokan and Bhooskie mixed.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71	11,695	253	145	458	...	55	12,606
1869-70	10,012	7,603	31	7,899	2,051	3	27,599
1868-69	22,639	2,343	2,211	1,466	1,223	1,223	31,105
1867-68	22,782	96	12,009	3,194	1,713	4	39,798

The imports of both Sambhur and Kansia have fallen off, for which satisfactory causes are assigned.

There was a considerable falling-off in the import of Sambhar salt, and though more Kansia salt was imported than in 1869-70, it is still far below the imports of previous years. The primary cause is the overwhelming competition of the railway-borne salts; to these the Collector adds scarcity of pasturage and water, the bad state of roads, and dearness of provisions in Rajputana, also murrain amongst the Bunjarahs' cattle. The great increase of the Baragura salt from Gujerat will be noticed. It is a very superior description of salt, and can be imported cheaper than the Rajpootana salts. Kokan salt is not so good, but being cheap has succeeded in entirely displacing Rajpootana salts in the western section of the division, and also in a great degree the central and eastern sections, where, however, Kansia is still a favorite. The great development of the import of these salts from Bombay furnishes an additional reason for the speedy carrying out of the measures which, I believe, have been sanctioned for the prevention of smuggling in the Bombay Presidency.

The import of Baragura, or Goojerat salt, has increased very largely,

and between it and Kokan Rajpootana salts have been entirely displaced.

Speedy carrying out of measures to prevent smuggling in Bombay advocated.

Sugar.

Unrefined sugar is not taxed; but the export of refined sugar has enormously increased.

There is no export duty on unrefined sugar from the Hoshungabad Division; but there has been an enormous increase in the exports of refined sugar, due entirely to the completion of the Railway communication. This allows Mirzapur sugar to be sold at a profit beyond the line. This sugar is said by the Collector to have found its way not only in large quantities into foreign States lying north-west of our line, but also into Bombay and to the Berars. To these two last-mentioned it goes duty free across the line from Bárhanpúr. It is much superior in quality to Bombay sugar.

Actual and nominal exports stated.

The details of exports are given in the following tables:—

ACTUAL EXPORTS.

Detail of Sugar, that actually crossed the Hoshungabad Line.

YEARS.	REFINED.				TOTAL.	
	MIRZAPOOR.		BOMBAY.			
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
1870-71	71,129	71,620	...	...	71,129	71,620
1869-70	11,108	11,250	5,338	5,338	16,446	16,588
1868-69	12,929	12,929	2,119	2,119	15,048	15,048
1867-68	13,257	13,257	...	...	13,257	13,257

NOMINAL EXPORTS.

Quantity of refined Sugar on which duty was paid at the Hoshungabad Custom House.

Years.	Refined. Mds.
1870-71	71,893
1869-70	16,885
1868-69	13,710
1867-68	12,981

No duty is now levied on Bombay sugar re-exported.

In the two years previous to 1870-71 Bombay sugar, which came across the line and was re-exported, was subjected to duty, but under the orders of the Government of India this practice has ceased.

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1870-71.

37. The following were the gross realizations of the Nagpur Division :— *Nagpur Division. Gross realizations.*

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1870-71	7,20,769	472	1,098	7,22,339
1869-70	6,83,675	17,155	2,005	7,02,835
1868-69	6,68,637	27,115	3,899	6,99,651
1867-68	5,35,529	10,881	6,229	5,52,639

Salt. Here, for reasons given, the nominal imports exceed the actual imports.

Financially, the position of this division is the converse of that of Hoshungabad. The imports paying duty exceed the actual imports across this portion of the line. It has been explained already that this is due to the duty on Bombay salt, imported across the Hoshungabad line, being credited to the Nagpur Custom House.

The details of imports are given below :— *Details are furnished.*

Actual Imports.

Details of Salt of all descriptions that actually crossed the Line in the Nagpúr Division.

Years.	Kokan.	Bhuski.	Bunwar.	Total.
	Mds.	Mds.	Mds.	Mds.
1870-71	4,38,529	.....	15	4,38,544
1869-70	5,22,565	.....	638	5,23,203
1868-69	3,92,505	1,223	3,376	3,97,104
1867-68	3,52,236	2,388	3	3,54,627

Nominal Imports.

Detail of Salt of all descriptions on which duty was paid at the Nagpúr Custom House.

Years.	Kokan.	Bhuski.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.
1870-71	5,81,926	.....	21,807	6,03,733
1869-70	5,27,362	.....	638	5,28,000
1868-69	4,43,310	1,223	.....	4,44,533
1867-68	3,52,236	2,388	3	3,54,627

Kokan salt is said by the Collector now to reign supreme in the Chátisgurh Division to the total exclusion of Bunwar (Madras) salt. The Collector has given no explanation of the great falling-off (84,036 maunds) in the actual imports of this salt, as compared with the imports of 1869-70. He states that several consignments have been sent direct to Benares and one even to Buxar. *Kokan the chief salt imported and consumed. It is said to have penetrated as far as Benares.*

The manufacture of Bhuskie salt, which formerly flourished in this division, has been stopped by orders of Government. *No Bhuski salt is now made.*

Sugar.

Unrefined sugar is exempt from taxation, and little or no revenue is now derived from refined sugar.

Actual and nominal exports contrasted.

No duty is levied on unrefined sugar exported from this division, and the revenue derived from the duty on refined sugar has disappeared with the abolition of the loop-line. The following are the details of actual and nominal exports of refined sugar :—

Years.	Actual.	Nominal.
	Mds.	Mds.
1870-71	218	471
1869-70	16,940	17,155
1868-69	27,115	27,115
1867-68	10,881	10,881

The Chief Commissioner has exempted from taxation the sugar consumed in certain towns within the jurisdiction of this division.

The Chief Commissioner has ordered that sugar consumed in the town of Chanda, and in other towns within half a mile of the line below it, be exempted from duty in consideration of the octroi duty levied on it. A report on this subject has been called for. Meanwhile it does not appear that this order has had a very injurious effect on the Customs revenue.

Raipúr Division.

Gross realizations.

38. The Raipúr Division is the last of the line. The following are the gross realizations :—

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1870-71	1,07,265	377	6,603	1,14,245
1869-70	1,46,761	249	12,128	1,59,138
1868-69	2,02,440	432	6,808	2,09,680
1867-68	2,72,862	454	15,448	2,88,764

Salt.

A decrease is noticed which the Collector sufficiently accounts for.

The decrease is attributed by the Collector, first, to the active competition of the Kokan salt; and second, to a delay in the arrival of the annual supplies of Madras salt until after the close of the official year.

Actual and nominal imports compared.

The actual and nominal imports of salt into the Raipur Division were as follows :—

ACTUAL IMPORTS.

Detail of Salt of all descriptions that actually crossed the Line in the Raipúr Division.

Years.	Nowapara.	Ichapuree.	Ganjam.	Umurbaily.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.
1870-71	63,976	22,366	6,673	...	93,015
1869-70	87,414	4,770	8,474	...	100,658
1868-69	129,632	1,728	989	58	132,407
1867-68	199,022	...	...	...	199,022

NOMINAL IMPORTS.

Detail of Salt of all descriptions on which duty was paid at the Raipur Custom House.

Years.	Bunwar.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.
1870-71	64,390	29,004	93,394
1869-70	87,795	13,245	101,040
1868-69	132,184	2,776	134,960
1867-68	181,908	...	181,908

No other than Madras salt comes across the line in this division. The decrease in Nawapara imports was due to the delay above-mentioned, which, however, is not very satisfactorily explained by the Collector. There has been a great increase in the imports of Ichapuri salt, owing to large ventures by the Ooriya Bunjarahs in joint ownership.

Madras salt is the only kind crossing this line.

The trade in Ichapuri salt has largely increased.

Sugar.

In this division the actual exports of sugar are those on which duty is therein paid. The amount is trifling and calls for no remark. It is a question whether it is worth while to retain the sugar duties in the Nagpur and Raipur Divisions. I doubt if, in the current year, we shall realize Rs. 500 from them, while they involve a certain amount of trouble and interference with the export trade. There is little prospect of any increase in the revenue derived from them.

Actual exports correspond with nominal exports and are trifling.

General remarks about sugar duties in the Nagpur and Raipur Divisions.

INTERNAL DEPARTMENT.
Gross realizations.

39. In the Internal Branch our realizations have risen in a marked degree, owing principally to the briskness of the export trade in refined saltpetre, in Calcutta, during the past year. Not since 1865-66 have the realizations of this branch of the Department reached the level of the year under review. Compared with 1869-70, the gross realizations have risen 18·92 per cent. The subjoined statement will show how much each of the two divisions (North-Western Provinces and Oudh) of the Internal Branch contributed towards the revenue paid into the Imperial Exchequer:—

Provincial Details.

Years.	N. W. Provinces.	Oudh.	Total.
	Rs.	Rs.	Rs.
1870-71	1,02,957	13,934	1,16,891
1869-70	85,754	12,537	98,291
1868-69	81,294	11,516	92,810
1867-68	87,614	12,605	1,00,219

The above receipts are composed (1) of duty on salt; (2) license fees for the manufacture of refined and crude saltpetre, kharee, russee, and sujjee; and (3) miscellaneous, such as fines on factories and the like. The following table shows how much each item of revenue yielded during the year:—

How composed.

Realizations of the Imperial Department.

Years.	Duty on Salt.	License Fees.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1870-71	59,825	55,421	1,645	1,16,891
1869-70	53,656	42,647	1,988	98,291
1868-69	43,612	47,650	1,548	92,810
1867-68	44,022	54,758	1,439	1,00,219

Duty on salt has increased by 11·49 per cent., due to the larger demand for, and consequent larger production of, refined saltpetre. License fees have increased by 29·98 per cent., owing to a brisker demand for licenses from the manufacturers of crude and refined saltpetre, as well as to a somewhat more liberal issue of fees for kharee licenses, a matter in which this Department, convinced of the loss to our revenue, which the majority of kharee (*pseudo* salt works) works is capable of causing, deserves no congratulation. Miscellaneous receipts, on the other hand, have fallen by

Fluctuations explained item by item.

17·28 per cent. Notably, in the Internal Branch, miscellaneous receipts fluctuate very much, and it would be futile to attempt to explain any variation.

Operations of the Internal Branch described.

During the year, 21,710 tons of refined saltpetre were exported for Calcutta, against 23,296 tons in 1869-70. In the Internal Department, duty was realized on 19,942 maunds of salt; 212 licenses were issued for the refining of saltpetre and the educing of salt in the process of purification; 7,132 licenses for the manufacture of crude saltpetre; 1,051 licenses for the manufacture of kharee; 1,225 licenses for the manufacture of sujjee; and 277 licenses for the manufacture of russee. Except in Oudh, where the authorities have opposed any attempt to raise the fee for kharee licenses, Rupees 25 is charged for each kharee license issued, Rupees 2 for each crude or "A" license, and Rupees 50 for each refining or "B" license.

Kharee works continue to injure our Salt revenue.

It is believed by all conversant with the subject that, notwithstanding the unsparing efforts of the officers of this Department, the works for the manufacture of kharee, or sulphate of soda, still turn out considerable quantities of saleable salt, thereby inflicting an injury on the revenues of the department.

THE TWO GREAT SOURCES OF REVENUE.

SALT.

Proportions in which the several varieties contributed.

40. The following table shows the actual number of maunds of each kind of salt paying duty to this Department in 1870-71, which passed into consumption, as compared with the previous years:—

YEARS.	Rock salt. *	Balumbha or Bhurtpur.	Sambhar.	Sultanpuri.	Bombay or Kokan.	Salumbha or Noh.	Didwanah.	Madras or Bunwar.	Puchbudra or Kansla.	Saltpetre salts.	Other salts.	TOTAL.
1870-71 ...	12,75,510	10,59,913	6,11,538	6,88,100	5,22,111	2,15,131	3,76,191	93,030	96,466	19,368	54,238	50,11,596
1869-70 ...	14,62,607	11,36,477	6,34,779	6,23,503	5,68,836	3,79,753	3,35,396	1,01,296	46,572	17,269	19,793	53,29,371
1868-69 ...	12,50,239	11,70,552	5,79,426	7,13,225	4,32,454	2,59,620	2,92,630	1,29,632	1,67,805	14,169	21,800	50,31,552
1867-68 ..	11,76,237	10,61,793	6,00,166	7,31,512	3,83,092	2,09,008	3,03,406	1,99,022	2,48,214	14,106	17,155	49,43,711

Lahore salt.

The falling-off in the sales at the mines, and consequent diminished consumption, has already been explained. There is every reason to suppose that, in the current year, these sales will again rise, though the commencement has been bad.

Balumbha.

The forebodings of Mr. Hume with respect to the Bhurtpur (Balumbha) salt were apparently correct. This salt is imported exclusively in the Agra Division, and I have quoted the Collector's remarks regarding the falling-off of the imports of this description of salt.

Sambhar.

There was a very small falling-off in the imports of Sambhar salt. Since our assumption of the Lake, the salt produced has been of a good quality, and the prices have been moderate. When the Railway to Delhi and Agra is completed, we may expect that no other Rajputana salt will be able to compete successfully with Sambhar salt in our markets, and even rock salt will be driven out of some of the markets which it now occupies.

Increased trade when the Railway opens is anticipated.

Sultanpuri,

which, owing to facilitated transport, is injuring Salumbha.

The Railway, now approching completion from Delhi to Riwari will greatly facilitate the import of Sultanpuri salt, to the injury of the inferior Salumbha from Noh. The Collector observes: "We can, however, afford to give up Salumbha, even entirely, as a source of gain. The Sultanpur works are quite capable of turning out supplies equal to a much larger demand than it has ever yet had, or which may ever spring up, so

* Not including those of Kohat.

that any losses which might occur from the reduced importations of Salumbha would be easily made up by the increased sale of Sultanpuri. With the large call last year for the salt the produce kept pace with the clearances, and the year closed with a surplus stock in hand of 1,48,456 maunds."

Kokan and Baragura.

To the 5,22,111 maunds of Kokan salt imported must be added 26,584 maunds of Baragura salt from Gujerat, showing an increase of 18,741 maunds over 1869-70. When the Railway to Patri is finished, we may expect a still greater development of the import trade of this salt.

Bunwar.

The Collector of Nagpur has discussed at length the prospects of Bunwar salt from Madras in its competition with Bombay salts. There are two Railways sanctioned, one from Wurdah to Chanda, and another from Nagpur to Raipur, which will, I believe, favor the Bombay more than the Madras salts.

COURSE OF TRADE.

41. In previous reports Mr. Hume has described accurately the course of trade for the different descriptions of salt, of which details will be found in Annexure VII. A great number of statistics have been collected this year regarding the course of trade, cost, and means of carriage, &c., of both salt and sugar through each part of the line. They have been tabulated and will be found in Annexure XIV.

For statistics of course of trade, *vide* Annexure XIV.

Monthly fluctuations of trade.

42. Annexure VIII. shows the fluctuations of trade during the course of the year 1870-71: April and May were the best months of the year. In the next four months it fell off. In October it rose again to a very high point, and during the remainder of the year was very steady.

Prices of salt in the Bengal Presidency.

43. Annexure IX. records the average prices in the different districts supplied by salt paying duty to this Department. The following is a synopsis of the facts given in that Statement:—

SYNOPSIS OF ANNEXURE IX.

Rate per lb.	Districts and their Population consuming at each rate.										Total Number of Districts.	Total of Population.
	Number of Districts.	Punjab.	Number of Districts.	North-Western Provinces.	Number of Districts.	Central Provinces.	Number of Districts.	Oudh.	Number of Districts.	Bengal.		
Not exceeding ½*d.* ...	1	7,43,882	...	...	...	...	...	...	...	...	1	7,43,882
Exceeding ½*d.* and not exceeding ¾*d.* ...	3	12,16,281	...	...	1	4,98,642	...	...	...	...	4	17,14,923
Do. ¾*d.* do. 1*d.* ...	2	8,28,759	...	...	1	54,680	...	...	...	...	3	8,83,439
Do. 1*d.* do. 1¼*d.* ...	14	80,79,057	7	51,84,255	1	4,52,348	...	...	...	...	22	1,37,15,660
Do. 1¼*d.* do. 1½*d.* ...	10	60,74,948	13	93,58,396	3	12,04,575	5	35,80,373	13	1,12,15,005	44	3,14,33,297
Do. 1½*d.* do. 1¾*d.* ...	...	...	10	1,11,24,272	8	39,02,645	7	47,57,848	22	1,76,76,826	47	3,74,61,591
Do. 1¾*d.* do. 2*d.* ...	...	...	6	58,28,628	3	10,44,790	...	...	8	57,26,842	17	1,26,00,260
Do. 2*d.* do. 2¼*d.* ...	...	...	...	...	1	1,87,699	...	...	2	12,48,917	3	14,36,616
Do. 2¼*d.* do. 2½*d.* ...	...	...	...	...	1	6,99,468	...	...	1	2,19,553	2	9,19,021
Do. 2½*d.* do. 2¾*d.* ...	...	...	...	...	...	...	...	...	1	84,000	1	84,000
Do. 2¾*d.* do. 3*d.* ...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	30	1,69,42,927	36	3,14,95,551	19	80,44,847	12	83,38,221	47	3,61,71,143	144	10,09,92,689

Preceding synopsis analysed.

Out of 97 districts (exclusive of Bengal), the price in 87, in which are included the whole North-Western Provinces and Oudh, the average price of salt ranged from 1*d.* to 2*d.* per lb. The population of these districts is taken at nearly 60¾ millions. In eight districts, of which six are in the Panjab and two in the Central Provinces, with a population of about 3⅓ millions, the price did not exceed 1*d.* per lb., while in two only of the Central Pro-

vinces, with a population of considerably less than one million, the price was from 2*d.* to 2½*d.* per ℔. The average price for the whole was diminished from 1·65*d.* in 1869-70 to 1½*d.* per ℔. in 1870-71. The Bengal average price, on the other hand, rose from 1·55*d.* to 2·12*d.* per ℔.

Seeing the cheap price of Liverpool and Bombay salts in Calcutta, I do not profess to be able to explain this.

The figures are given below :—

COMPARATIVE STATEMENT OF THE PRICE OF SALT IN 1869-70 AND 1870-71.

Districts and their Population consuming at each rate.

RATE PER ℔.	PUNJAB, CENTRAL PROVINCES, NORTH-WESTERN PROVINCES, AND OUDH.				BENGAL.			
	1870-71.		1869-70.		1870-71.		1869-70.	
	Number of Districts.	Population.	Number of Districts.	Population.	Number of Districts.	Population.	Number of Districts.	Population.
Not exceeding ½*d.*	1	7,43,882	1	7,27,148	...	...	...	...
Exceeding ½*d.* & not exceeding ¾*d.*	4	17,14,923	4	23,31,012	...	...	...	...
Ditto ¾*d.* ditto 1*d.*	3	8,83,439	2	4,02,791	...	...	...	...
Ditto 1*d.* ditto 1¼*d.*	22	1,37,15,660	16	99,63,846	...	...	...	...
Ditto 1¼*d.* ditto 1½*d.*	31	2,02,18,292	19	1,45,32,145	13	1,12,15,005	10	86,16,299
Ditto 1½*d.* ditto 1¾*d.*	25	1,97,84,765	26	1,79,97,412	22	1,76,76,826	24	2,00,72,357
Ditto 1¾*d.* ditto 2*d.*	9	68,73,418	15	96,15,945	8	57,26,842	7	58,83,008
Ditto 2*d.* ditto 2¼*d.*	1	1,87,699	5	48,29,780	2	12,48,917	4	14,14,092
Ditto 2¼*d.* ditto 2½*d.*	1	6,99,468	1	2,48,146	1	2,19,553	...	...
Ditto 2½*d.* ditto 2¾*d.*	...	...	2	11,66,298	1	84,000	1	1,01,387
Ditto 2¾*d.* ditto 3*d.*	...	...	...	...	...	...	1	84,000
TOTAL ...	97	6,48,21,546	91	6,18,14,518	47	3,61,71,143	47	3,61,71,143
AVERAGE ...	...	1·5*d.*	...	1·65*d.*	...	2·12*d.*	...	1·55*d.*

CALCUTTA PRICES.—*Price Fluctuations.*

Description of Salt.	PRICE FLUCTUATION. (Price of 100 maunds in bond.)			
	1870-71.	1869-70.	1868-69.	1867-68.
Liverpool ... ... 1st half year	57-81	65-84	86-111	89-126
Liverpool ... ... 2nd ditto	50-75	52-79	72-95	87-114
Bombay ... ... 1st ditto	B. 30-50	43-60	41-66	34-65
	K. 36-50	60-65	49-50	34-35
Bombay ... ... 2nd ditto	B. 34-48	35-50	50-67	55-65
	K. 25-37	45-63	50-65	34-35
Madras ... ... 1st ditto	44-52	45-63	50-61	36-40
Madras ... ... 2nd ditto	41-50	45-59	60-85	35-51
Judda ... ... 1st ditto	68-95	78-97	81-90	70-100
Judda ... ... 2nd ditto	68-85	78-86	84-98	70-90
Muscat ... ... 1st ditto	R. 70-80	50-78	42-62	55-113
	K. 41-62	55-80	52-72	45-80
Muscat ... ... 2nd ditto	B. 35-71	50-80	60-96	42-60
	K. 38-52	52-72	65-80	44-61
Ceylon ... ... 1st ditto	41-54	52-68	58-70	50-81
Ceylon ... ... 2nd ditto	40-48	52-59	66-79	48-65
French ... ... 1st ditto	60-68	75-84	70-85	60-85
French ... ... 2nd ditto	51-68	65-78	79-90	59-76
Govt. or Pangah ... 1st ditto	70-70	70-70	70-70	70-70
Govt. or Pangah ... 2nd ditto	70-70	70-70	70-70	70-70
Govt. or Kurkutch ... 1st ditto	...	...	35-50	35-50
Govt. or Kurkutch ... 2nd ditto	...	...	...	35-50
Cadiz ... ... 1st ditto	...	54-55	54-55	54-55
Cadiz ... ... 2nd ditto	...	54-55	54-55	54-55

CONSUMPTION OF SALT.

44. Regarding consumption, the reports of the different officers are so contradictory that little reliance can be placed on them. For adults it would appear to range from 9 to 12lbs. per annum; for children, about half the quantity, while cattle apparently get no salt, except occasionally as a medicine. They do not appear to be in worse condition within our line than they are outside of it.

SUGAR.

Revenue whence chiefly derived.

45. The sugar revenue is chiefly derived from the exports across the Hissar, Delhi, and Agra Divisions of the line. In the current year we may expect a large increase of duties on the Sutledge line, owing to the taxation from the 1st May 1871 of sugar passing down the Chenab. I have learnt that a considerable amount still evades our duty by crossing the Indus and passing down by land to the south of the Dehra Ghazi Khan District. I have addressed the Panjab authorities on this subject, and recommended that the export of sugar from the Panjab by this route be prohibited under Act XIV. of 1871.

Measures taken to prevent loss of revenue derived from sugar by rounding of terminus in the Dehra Ghazi Khan District.

Anomaly in the levy of duty on unrefined sugar noticed.

The export duty on unrefined sugar ceases to the south beyond the Tendu Khera beat of the Sagar Division. Mr. Hume last year recommended that at the remaining three posts of this division the duty should be levied on unrefined as well as refined sugar. No orders have yet been given on this subject. The great development of export of Mirzapur sugar by railway across the Hoshungabad Division has already been noticed. Beyond our line this sugar has a formidable rival in Mauritius sugar imported to Bombay. Mr. Hume last year commented on the impolicy of protecting Mauritius sugar in its competition with Mirzapur sugar, but he seems to have overlooked the fact that Mauritius sugar is subject to a sea customs import duty of 7½ per cent., *ad-valorem*. The price of Mirzapur sugar below line may be taken at rather less than Rs. 15 per maund, so that the duty of one rupee is equivalent to about 7 per cent. It cannot, therefore, be alleged that in the matter of taxation Mauritius sugar has been unduly favored.

Mr. Batten combats Mr. Hume's assertion that Mauritius Sugar has been unduly favored.

Fluctuations of trade have been described.

The fluctuations of the sugar trade throughout the year have followed pretty closely those of the salt trade above described.

Proportions in which each kind of export produce contributed.

The following table shows the proportions of refined and unrefined sugar exported across the line in the last four years :—

YEARS.	Refined.	Unrefined.	TOTAL.
	Mds.	Mds.	Mds.
1870-71	9,48,493	12,31,127	21,79,620
1869-70	7,60,907	13,00,159	20,61,066
1868-69	7,33,466	11,15,735	18,49,201
1867-68	11,27,339	13,58,520	24,85,859

PENAL ACTION OF THE DEPARTMENT.

Persons.

Less arrests were made this year than last,

but proportionately a greater number was committed for trial.

Conclusions drawn from this.

Percentage of convictions has decreased, but is still very satisfactory.

46. The penal action of the Department has been mild. The number of persons arrested for breach of the Customs Laws was 2,000 less than in 1869-70, but of those arrested a much greater proportion has been committed for trial. Thus, of 7,039 persons arrested in 1869-70, only 2,489 were committed for trial, while in 1870-71, of 5,028 persons arrested, 2,317 were committed for trial. This shows that the number of unnecessary arrests has greatly diminished. The percentage of convictions by the Courts has, it is true, slightly decreased, but the figure is still high, being close upon 91 per cent. The worst percentage was in the Internal Branch of the North-Western Provinces, where, as explained in previous reports, for certain very obvious reasons, prosecutions are more liable to fail than in other branches of the Department.

Details of captures, prosecutions, and convictions are given here.

The following figures supply the details. Further information will be found in Annexure X.

Resumé of Proceedings in the Criminal Courts.

Branch.	Section.	Number of persons captured in breaches of the Customs Laws.		Number of persons released by the Dept.		Number of persons committed for trial.		Number of persons acquitted by the Courts.		Number of persons convicted by the Courts.		Percentage of convictions on committals.	
		1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.
Line and Mines	Punjab	665	901	328	513	337	388	18	37	319	* 340	94·65	87·62
	N. W. Provinces...	1,517	960	1,163	644	354	316	12	10	339	† 305	96·58	96·51
	Central „	1,543	1,552	786	777	757	775	7	20	748	755	99·07	97·42
	Total	3,725	3,413	2,277	1,934	1,448	1,479	37	67	1,406	1,400	97·43	94·65
Internal	N. W. Provinces...	1,225	‡ 1,349	593	632	648	709	72	58	518	§ 583	87·79	82·22
	Oudh	2,089	266	1,696	‖ 135	393	129	33	4	341	125	91·18	96·9
	Total	3,314	1,615	2,264	767	1,041	838	105	62	859	708	89·1	84·48
	Grand Total ...	7,039	5,028	4,541	2,701	2,489	2,317	142	129	2,265	2,108	94·1	90·97

Magisterial awards.

Fairly satisfactory.

47. The results of the convictions are shown below. A larger proportion of persons was fined than in 1869-70, which is satisfactory. The average fine was less than Rs. 10, and the periods of imprisonment short. On the whole the Courts have fairly supported the Department, and the people cannot be said to have been harassed.

Detail of Convictions.

	Line and Mines.								Internal.						Grand Total.	
	Punjab.		N.-W. Provinces.		Central Provinces.		Total.		N.-W. Provinces.		Oudh.		Total.			
	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.
Paid fines ...	195	144	156	120	535	503	886	767	355	322	79	131	434	453	1,320	1,220
Underwent imprisonment ...	145	175	149	217	220	245	514	637	227	196	46	210	273	406	787	1,043
Total ...	340	319	305	337	755	748	1,400	1,404	582	518	125	341	707	859	2,107	2,263

Detail of Fines paid.

Branch.	Above Rs. 50.		Above Rs. 30 and up to Rs. 50.		Above Rs. 20 and up to Rs. 30.		Above Rs. 10 and up to Rs. 20.		Below Rs. 10.		Total.	
	Number of Persons.	Total of Fines.	Number of Persons.	Total of Fines.	Number of Persons.	Total of Fines.	Number of Persons.	Total of Fines.	Number of Persons.	Total of Fines.	Number of Persons.	Total of Fines.
Line and Mines ...	4	375	9	414	32	889	95	1,586	746	3,207	886	6,471
Internal ...	22	1,472	19	644	59	1,318	114	1,354	220	1,041	434	5,829
Total ...	26	1,847	28	1,058	91	2,207	209	2,940	966	4,248	1,320	12,300

* 11 pending trial.
† 1 „ „
‡ 8 „ investigation by the Department.
§ 68 pending trial.
‖ 2 „ departmental trial.

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1870-71.

Details of Imprisonment undergone in default of payment.

Branch.	For six months.	Below six months and up to three months.	Below three months and up to two months.	Below two months and up to one month.	Below one month and up to fifteen days.	Below fifteen days and up to ten days.	Below ten days.	Total.
	Number of Persons.	Number of Persons.	Number of Persons.	Number of Persons.	Number of Persons.	Number of Persons.	Number of Persons.	Number of Persons.
Line and Mines ...	28	40	74	151	147	42	32	514
Internal	14	42	78	118	17	2	2	273
Total ...	42	82	152	269	164	44	34	787

48. Besides the penal action through the Courts there are the punishments by way of confiscation of goods attempted to be smuggled, and the imposition of double duty when confiscation would be too harsh a measure. Fiscal awards.

The following are the details for the past four years. The number of these cases considerably diminished in 1870-71, although the quantity of salt and sugar on which double duty was levied was rather larger :— *Details furnished.*

Details of Goods confiscated and on which double duty was levied.

Years.	Confiscated.							Double duty.						Total of extra duty so levied.
	Salt.			Sugar.			Total value of Confiscations.	Salt.			Sugar.			
	Cases.	Quantity.	Value including duty.	Cases.	Quantity.	Value.		Cases.	Quantity.	Amount of extra duty so levied.	Cases.	Quantity.	Amount of extra duty so levied.	
1870-71	1,645	2,353	15,911	64	480	4,762	20,673	693	2,714	12,411	796	2,863	2,232	14,643
1869-70	2,270	4,020	24,585	95	152	1,557	26,142	919	1,930	7,634	814	2,294	1,816	9,450
1868-69	2,200	4,107	27,125	106	518	4,068	31,193	732	1,801	6,950	882	2,105	1,929	8,879
1867-68	1,321	3,563	20,920	123	183	1,020	21,940	788	7,523	28,187	3,340	2,629	2,418	30,605

Statement F. shows that 3,278 cases of seizures were reported to the Revenue Commissioners, in only one of which were the orders of the Collector of Customs reversed, and in four others modified.

49. As indicated by the diminished penal action of the Department smuggling has continued to decrease. In a few divisions, however, the reports of the Collectors are not favourable. The Collector of the Shahpur Division writes:—"The smuggling of this trans-Indus salt is carried on to a greater extent in Huzara out of departmental jurisdiction, north of the Siran Nuddi, which runs into the Indus just above Torbela, our most northern post. The Police certainly make some seizures, but the smuggling is by no means abated, and, considering the large quantities seized in some cases, the smuggling seems to go on with much impunity. But smuggling within our own jurisdiction is by no means rare between Torbela and the Haru Nuddi, and though our establishment are not lax in their duties I fear that only a very small portion of the smuggling is detected, owing to the paucity of the establishment, who are placed $4\frac{3}{4}$ miles apart. However, the increase * * * * is made up between the seizures of the Police in Huzara and our establishment between Torbela and the Haru Nuddi. Below this point there is no extensive smuggling until we come to Kalabagh to below Liá, where smuggling is rife, but our detections are few in comparison with even less chance of success, for the posts are five miles apart, and the establishment have to roam over a belt of 12 to 15 miles wide

SMUGGLING

has on the whole decreased, but in a few divisions it is on the increase, *as in Shahpur.*

called the Kachi, where a large population reside." The Collector complains of the leniency of the Extra Assistant Commissioner at Atak in punishing smugglers. In the Kuhror Division there is apparently very little smuggling; when the hedge is completed, we shall be better able to judge of this. In the Hissar Division smuggling chiefly prevailed in the Darbi and Hissar beats; near and above each of these is a large salt depôt, which tempts smugglers. The castes that principally engage in smuggling are the Râths of Bhatiana and the Ranghars, who are also the chief smugglers in the northern beats of the Dilhi Division. In the south of the Dilhi Division there is much temptation to smuggle Balumbha Salt. Some attempts at forcible smuggling were made in that part of the line, but steps were taken by the Collector to prevent their recurrence. In the Agra Division the hedge was broken through 21 times, chiefly in the Muttra portion of the line, and in the four beats where the posts are one mile apart. The Collector complains of the light punishment awarded to convicted smugglers by the Agra Courts. In January a number of attempts were made simultaneously to break the line in the Jhansi Division, but they were soon repressed. The town of Lalatpur is said to be the centre of smuggling, and measures are being taken to prevent it. A change of practice has been effected by the Collector, by which salt leaving the Nyabad Jhansi Depôt unprotected by a rowanna has been made liable to seizure, and thus an opening for smuggling has been closed.

There is little smuggling in Kuhror;

and not much in Hissar.

Nor in Dilhi, though there the temptation is great.

In Agra there is little to fear on this score.

At one time smuggling seemed to increase in Jhansi but it has been now repressed.

The Collector reports that the Suba of Jhansi and his Naib have always given him cordial aid in suppressing smuggling, and they are entitled to our thanks for prohibiting the sale of salt in the old town of Jhansi to smugglers. The Khangars or Chowkidar caste are said to be the chief smugglers in this division.

In Sagar smuggling is rife and the Commissioner will enquire into the cause and endeavour to remedy the evil.

In the Sagar Division the Collector gives a bad report of his power to repress smuggling. He attributes this to the weakness of the Customs barrier, and perhaps to a reduction of establishment at the Malthon beat. Mr. Bell, the Deputy Commissioner, will, in this ensuing cold season, visit this part of the line, and consider whether any, and what, measures are necessary for making it more efficient.

In Hoshungabad there is little or no smuggling.

The cheapness of the rail-borne salt in the Hoshungabad Division has greatly decreased the temptation to smuggle. The Collector says:—"The parts of the line in this division in which smuggling prevails in a greater degree, in fact I might almost say where it does at all prevail, are the Mawakhera, Patni, Hoshungabad and Sheopur * sections. In the other sections to the west of these, smuggling is almost *nil.* * * * The causes to which prevalence in smuggling may be attributed in a greater degree in the first four mentioned sections are, that these lie in close proximity to the Nahada River, which forms the boundary between our territories and those of the foreign State of Bhopal, from which latter the smugglers get their salt, and to the natural facilities afforded to acts of smuggling by the ravines and nullahs which intersect the line, and patches of jungle and brushwood which occur in several parts, and afford shelter to smugglers on the one hand, and serve to baffle our men on dark nights on the other. Jadams, Goojurs, Keers, Telies, Jats, and Rajpoots, and sometimes Banias, are the people who engage in smuggling in these parts, but especially the four first mentioned castes. But few Gonds or Korkoos take to it. I know of no other measures desirable for the repression of smuggling than those already in

* These are the four eastern beats.

force, unless that Malguzars of such villages whose inhabitants were almost frequently seized in the act of smuggling should be bound down by securities to suppress such acts, or be made answerable for them."

Collector suggests a repressive measure.

I am not aware of any distinct provision of the law by which the Collector's suggestion could be carried out; but possibly it might be within the power of the district authorities to assist us in this matter.

But its legality is doubtful.

50. In the Nagpur Division smuggling is said to be a thing of the past, owing to the Railway and the cessation of the Bunjarah trade. In the Raipur Division the strengthening of the establishment in February 1870 has enabled them to contend more successfully with smuggling, though a serious amount seems still to exist. The Collector thus writes of smugglers :—"There is no doubt that since the re-organization of the line establisthment and posts, their chances of success have very much decreased; yet attempts with small despatches will, no doubt, at some time be made either in connivance with the establishment, as occurred in the Sankra beat, or when circumstances and the nature of the country favour them. As regards real head-load smuggling in the Lohara, Arang, and Dhamtari beats, the latter exhibits for the year the largest number of seizure cases; indeed in this beat, smuggling is more prevalent than in the other two. In the western section of the division formed of these three beats, the village population is too poor to invest largely in the illicit trade; it is the Bunjarahs in the Native States, and some of the opulent Lumberdars of the villages within and beyond our jurisdiction above, who purchase salt, and, collecting indiscriminately men and women of all classes, organize the gangs to smuggle it, and in cases of apprehension pay the small fines judicially imposed. If the venture is successful, the smugglers receive some trifling remuneration, the main profits going to the Bunjarahs or Zemindars. The high price of salt below line, added to the many local facilities, are always sufficient inducement to smuggle. In the central beats of Bawankhera, Sankra, and Singhora, head-load smuggling is rarely attempted. The Bunjarahs, men and women, more frequently the latter, occasionally unite in small parties and engage in it. It is in the Sohela and Dhama beats that organized head-load smuggling is systematically attempted, and where the largest number of seizures were made during the year. The proximity of the salt marts in the Native States, the large bazars above line, favourable local facilities, the densely populated villages, and the high prices of salt below line unitedly stimulate smuggling. The 'Oryah' men engage in it, though sometimes women join the gangs. The smuggling in the division is not exactly 'head-load,' for the salt is carried in *bhars* or banghies, and it is astonishing to witness the ease and celerity with which the smugglers carry heavy loads. When detected, they will run with their *bhars* at a pace that taxes the utmost energy of the pursuers. Very seldom do they think of opposing the establishment; their endeavours are always to escape, if possible, with their salt. Again, there is in every beat in the division a large amount of petty smuggling, from a few chittacks to ten seers, carried on by the numerous classes of *Koocheas* or small retail traders, men and women, and the indigent members of the below village population. The salt is purchased either in the bazars held weekly above line, or from the Bunjarahs residing within Customs jurisdiction south. It is the former class only who purchase for sale, and often venture to cross the line with quantities involving the penalties of single and double duty; the latter bring it in small quantities for

In Nagpur there is no smuggling.
In Raipur smuggling still prevails to a serious extent, though it has somewhat abated.

Mr. Blewitt, the Collector, remarks about the smuggling in the division.

and shows where it is most prevalent.

Bunjarahs and landholders in the Native States are the most notorious offenders.

Inducement to smuggle salt.

Organized head-load smuggling where most systematically attempted.
Causes which favour smuggling.

home consumption, and seldom infringe our rules. The number of the small seizures effected by the establishment in the year is evidence of a creditable amount of vigilance on their part, and if the arrangements suggested in my late report are sanctioned, better results may surely be anticipated."

Suggestion to diminish smuggling,

will be reported on by the Deputy Commissioner.

The arrangements referred to will be considered on the spot by the Deputy Commissioner.

Seizures effected,

The number of persons engaged in head-load smuggling, who were seized, amounted to 2,612, and the number of head-loads of salt and sugar seized was 2,108: the percentage of the former to the latter has, therefore, increased since 1869-70, as will be seen from the following table:—

Years.	Number of head-loads seized.	Number of head-load smugglers seized.	Percentage of Column 2 o 1.
1870-71	2,108	2,612	123·9
1869-70	2,865	3,216	112·25
1868-69	4,697	2,983	63·51
1867-68	4,722	1,928	40·83

Foregoing table a test of the efficiency of the establishment.

Mr. Hume explained in paragraph 136 of his report last year how this percentage was a test of the efficiency of our establishments.

Average weight of head-loads.

The weight of 1,951 head-loads of salt seized was 2,489 maunds, or 91·43 tons, giving an average of nearly 105 lbs. per head-load.

OFFICERS
DESERVING MENTION.

51. With a few exceptions the Officers of the Department have worked very well. The following deserve especial mention:—Messrs. H. Wright, W. O. Bell, W. T. Blewitt, E. Hickie, E. W. Parsons, T. A. Martin, F. R. Blewitt, A. R. Shaw, G. A. Bradford, E. C. Nunn, Collectors; D. Hay, T. B. Ray, and R. M. Adam, Assistant Commissioners; R. J. Whitten, Personal Assistant; W. Matthews, Deputy Collector (since deceased); H. Rich, T. L. Barlow, H. Blewitt, Nizam-ood-deen Khan, H. T. Ives, W. W. Beatson, H. A. Naylor, W. B. Ives, G. H. Hickie, W. Bowles, T. Salter, W. Synnott, T. G. Cosserat, W. T. Lyon (Inspector); W. A. M. Palmer, Masum Ali, A. F. Baness, J. R. Harris, J. E. Powell, W. Foster, E. J. C. Master, E. F. Grindlay, Kali Narain Roy, H. Kemp, W. B. Jones, Patrols; C. G. A. Durant, F. Hardingham, C. M. Smith, A. M. Kenyon, W. C. Howard, J. W. Jones, A. F. Ashton, Deputy Inspectors; Sufdur Ali, Gazee-ood-deen, Ashgur Ali Beg, J. Durham, A. T. Whitten, U. N. Kalonas, H. E. Paxton, W. S. Morley, G. P. Conroy, A. E. Munro, F. Hickie, R. H. Barber, W. G. Langdale, C. Huchstepp, W. Clarke, O. H. Brookes, W. S. Braybrooke, C. H. Angus, C. W. Sheil, E. F. Davis (since deceased), W. McGeorge, P. M. Brennan, Assistant Patrols.

ESTABLISHMENT

MEN HAVE BEHAVED WELL DURING THE YEAR.

In the trans-Sutlej Division their position has been improved.

52. The men of the force have, on the whole, behaved very well. The increased pay has in a great measure removed the difficulty of recruiting them. In the Shahpur Division more than half left the service of their own will, but this was before the new scale of pay was introduced, but it is feared that this division will never be very popular. In the Kuhror Division, the Collector has removed a restriction on recruiting which he found to exist, namely, the requiring of security from peons. This in practice did not get us better men, and the Collector has substituted for it enquiries through the district authorities as to the character of the candidates. He has also admitted certain classes who were formerly

excluded under a general ban and has had no reason to be dissatisfied with them. There were a good many desertions and resignations in this division owing to the hedge work being unpopular. The following table shows the number of the subordinate establishment who, in the course of 1870-71, have been convicted by the Criminal Courts. The largest number was in the Kuhror Division, but the cases here were all trifling, the highest fine being seven Rupees :— Crime in the force.

Divisions.	Conniving with smugglers and receiving bribes.	Smuggling.	Giving false information of theft.	Compulsory labor.	Criminal force and assault.	Theft.	Breach of the opium laws.	Homicide.	Fraud.	Seduction.	Total.
Shahpur	...	...	...	...	4	5	...	...	2	...	11
Kuhror	...	...	...	...	13	2	...	...	...	...	15
Hissar	3	...	...	...	...	...	...	...	...	...	3
Dilhi	...	...	...	...	...	1	...	...	...	...	1
Total ...	3	...	...	...	17	8	...	...	2	...	30
Agra	...	...	...	...	1	...	...	...	...	...	1
Jhansi	1	...	...	...	...	...	...	...	...	...	1
Toal ...	1	...	...	...	1	...	...	...	...	...	2
Sagar	2	...	...	...	4	...	...	2	...	1	9
Hoshungabad	...	...	...	...	...	2	...	...	...	...	2
Nagpur	...	...	...	...	...	2	1	...	...	...	3
Raipur	1	...	...	...	2	1	...	...	...	...	4
Total ...	3	...	...	...	6	5	1	2	...	1	18
Internal Department.											
North-Western Provinces ...	...	...	...	...	...	1	...	...	...	...	1
Oudh	...	...	...	...	3	1	...	...	...	...	4
Total ...	...	...	...	...	3	2	...	...	...	...	5
Grand Total ...	7	...	...	...	27	15	1	2	2	1	55

The men convicted of fraud in the Shahpur Division were a Daroga and a Mohurrir concerned in the frauds detected at the Sardi depôt; they each were sentenced to seven years' imprisonment besides heavy fines. In the Sagar Division two men were sentenced to one year's imprisonment and a fine of 50 Rupees each for causing the death of a smuggler. There were no other cases of any great importance. The casualties in the force have on the whole been very small. There was a good deal of fever, but not of a severe type, in the Shahpur Division. The health of the men in the Nagpur Division was not good, fever of a malarious type, ague, and spleen being the prevalent diseases. No less than 7·22 per cent. of the establishment died, and a very large number were sick during the year. The Raipur Division, on the other hand, was comparatively speaking remarkably healthy. Casualties in the force.

The following table exhibits the number and percentage of the establishment who have been lost to the Department from various causes :—

Casualties amongst the Subordinate Establishment for 1870-71.

	Number of each Rank and Grade.							Total Subordinate Establishment.	Percentage of total of each kind of casualty on total establishment.
	Sub-Assistant Patrols, &c.	Kotegushts.	Jemadars.	Weighmen.	Collector's Office Orderlies.	Line Peons.	Mohurirs.		
Total Sanction ...	135	213	838	63	165	10,186	398	11,998	
During the year died	1	1	12	1	2	116	5	138	1·15
Dismissed	4	10	35	3	6	696	23	777	6·48
Deserted	.....	.....	4	.....	1	252	.....	257	2·14
Resigned	2	4	5	3	7	491	7	519	4·32
Failed to rejoin	1	4	34	3	4	861	6	913	7·61
Removed as unfit	2	2	6	.....	3	155	6	174	1·45
Brought under reduction ...	.....	.....	1	.....	.....	16	.....	17	·14
Total Casualties ...	10	21	97	10	23	2,587	47	2,795	23·29
Percentage of Casualties ...	7·4	9·85	11·57	15·87	13·93	25·04	11·81	23·29	

Abstract.

Casualties.	Number.	Percentage.
Died	138	1·15
Dismissed	968	8·07
Left the force of their own wish	1,689	14·07

On this I may remark that there is little doubt that many men who fail to rejoin are those who take sick leave and die at their homes, or on the road.

Experiment of allowing the men to have their families with them is still satisfactorily reported on.

The experiment of allowing the men to have their families with them on the line continues to be extended, and is generally favourably reported on. The Collector of Hissar, Mr. E. Hickie, is an exception, and it is evident that, owing to his prejudices on the subject, the permission is not taken advantage of in that division where only eight men had their wives with them. This small number can have hardly given Mr. Hickie sufficient experience of the system for him to form a fair opinion of it.

On the whole both officers and men are well housed.

CONCLUSION.

53. In concluding this Report I must apologize for its shortcomings, and for some delay in its submission. It refers to a year in which I had no connection with the Department, and it was, therefore, to me a work of considerable labour to acquire the necessary information on which the Report is based. The very full and complete reports of my predecessor were due to his thorough grasp of the different subjects falling within the purview of the Department. I cannot pretend, until I have had further experience, if even then, to vie with him in mastery of the different questions discussed. I trust, however, that this Report, with the accompanying Annexures and Appendices, will give to the Government a sufficiently clear account of the operations of the Inland Customs Department during the year 1870-71.

(Sd.) G. H. M. BATTEN,
Commissioner, Inland Customs.

No. 1.

Comparative Statement, showing the actual receipts and charges in the several Customs Houses subordinate to the Government of the Panjab, North-Western Provinces, Central Provinces, Oudh, and Hyderabad, during the years 1869-70 *and* 1870-71.

CUSTOMS HOUSE.	Gross Collections.								Charges.		Net Collections.		Percentage of charges on gross collections.	
	Salt.		Sugar.		Miscellaneous.		Total.							
	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.
PANJAB ... Shahpur	44,91,458	36,64,402	.....	.....	1,081	23,995	44,92,539	36,88,397	2,26,278	2,09,001	42,66,261	34,79,396	5·03	5·80
PANJAB ... Kuhror	.....	.....	12,076	15,165	292	1,373	12,368	16,538	87,852	83,134	.....	.....	710·37	502·68
PANJAB ... Hissar	17,79,875	17,79,649	2,14,920	2,53,102	4,846	4,881	19,99,642	20,37,632	2,06,188	1,88,664	17,93,454	18,48,968	10·31	9·25
PANJAB ... Dilhi	27,90,746	27,51,812	4,75,153	5,40,185	4,100	57,493	32,69,999	33,49,490	1,78,954	1,61,807	30,91,045	31,87,683	5·46	4·83
PANJAB ... TOTAL	90,62,079	81,95,863	7,02,149	8,08,452	10,319	87,742	97,74,548	90,92,057	6,99,272	6,42,606	90,75,276	84,49,451	7·15	7·06
N. W. P. .. Agra	45,55,258	40,37,029	4,24,884	4,40,231	11,891	10,635	49,92,033	44,87,895	3,34,209	3,13,098	46,57,824	41,74,797	6·69	6·97
N. W. P. .. Jhansi	88,632	1,83,346	55,586	58,666	2,778	2,876	1,46,996	2,44,888	2,02,189	1,80,832	.....	64,056	137·54	73·84
N. W. P. .. TOTAL	46,43,890	42,20,375	4,80,470	4,98,897	14,669	13,511	51,39,029	47,32,783	5,36,398	4,93,930	46,02,631	42,38,853	10·43	10·43
CENTRAL PROVINCES. Sagar	2,59,647	3,28,770	31,574	30,159	8,617	7,712	2,99,838	3,66,641	1,44,325	1,34,422	1,55,513	2,32,219	48·13	36·66
CENTRAL PROVINCES. Hoshungabad	71,227	36,788	16,885	71,893	5,230	2,863	93,342	1,11,544	1,13,830	94,391	.....	17,153	121·95	84·62
CENTRAL PROVINCES. Nagpur	6,83,675	7,20,769	17,155	472	2,005	1,098	7,02,835	7,22,339	1,51,958	79,496	5,50,877	6,42,843	21·62	11·00
CENTRAL PROVINCES. Raipur	1,46,761	1,07,265	249	377	12,128	6,603	1,59,138	1,14,245	78,701	93,516	80,437	20,729	49·45	81·85
CENTRAL PROVINCES. TOTAL	11,61,310	11,93,592	65,863	1,02,901	27,980	18,276	12,55,153	13,14,769	4,88,814	4,01,825	7,66,339	9,12,944	38·94	30·56
INTERNAL. N. W. Provinces	44,809	50,864	.....	.....	40,944	52,093	85,754	1,02,957	1,99,424	1,68,427	.....	.....	232·55	163·42
INTERNAL. Oudh	8,846	8,961	.....	.....	3,692	4,973	12,537	13,934	66,720	63,398	.....	.....	532·18	454·98
INTERNAL. TOTAL	53,655	59,825	.....	.....	44,636	57,066	98,291	1,16,891	2,66,144	2,31,825	.....	.....	270·77	198·15
GRAND TOTAL	1,49,20,934	1,36,69,655	12,48,482	14,10,250	97,604	1,76,595	1,62,67,021	1,52,56,500	19,90,628	17,70,186	1,42,76,393	1,34,86,314	12·23	11·60
Berar	3,15,008	2,68,407	.....	.....	3,518	1,794	3,18,526	2,70,201	1,28,067	79,496	1,90,459	1,90,705	40·21	29·42
SAMBAR DIVISION. Sub-division of Sambar	1,48,097	5,04,848	.....	.....	187	932	1,48,284	5,05,780	8,121	3,67,946	1,40,163	1,37,834	.....	.....
SAMBAR DIVISION. Ditto of Nawa-Goodha	.....	1,25,652	.....	.....	.....	152	.....	1,25,804	.....	49,678	.....	76,126	.....	.....
Mullowna	.....	43,500	.....	.....	.....	876	.....	44,376	1,206	14,983	.....	29,393	.....	.....
Kuhror	.....	2,566	.....	.....	.....	97	.....	2,663	584	12,657	.....	.....	.....	.....
Mundi	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,419	.....	.....	.....	.....
Shahpur Tramway	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,328	.....	.....	.....	.....

STATEMENT 2.

No.

Comparative Statement of Collections of the Inland Customs Department subordinate to the shewing the quantity of Salt and Refined and Unrefined Sugar

	SALT.				SUGAR.									
	1870-71.		1869-70.		Refined.				Un-refined.				To	
					1870-71.		1869-70.		1870-71.		1869-70.		1870-71.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Mds.	Rupees.	Mds.	Rupees.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Shahpur ...	12,21,467	36,64,402	14,97,153	44,91,458	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kuhror ...	.....	...	.....	...	7,874	7,874	5,650	5,650	19,442	7,291	17,135	6,426	27,316	15,165
Hissar ...	5,93,216	17,79,649	5,93,291	17,79,875	1,55,278	1,55,278	1,41,387	1,41,388	2,60,695	97,824	1,96,083	73,532	4,15,973	2,53,102
Dilhi ...	9,17,263	27,51,812	9,30,249	27,90,746	3,29,531	3,29,531	2,46,196	2,46,196	5,61,718	2,10,654	6,10,550	2,28,957	8,91,249	5,40,185
Total ...	27,31,946	81,95,863	30,20,693	90,62,079	4,92,683	4,92,683	3,93,233	3,93,234	8,41,855	3,15,769	8,23,768	3,08,915	13,34,538	8,08,452
Agra ...	13,45,676	40,37,029	15,18,419	45,55,258	3,17,334	3,17,335	2,75,488	2,75,490	3,27,709	1,22,896	3,98,365	1,49,394	6,45,043	4,40,231
Jhansi ...	61,114	1,83,346	29,544	88,632	41,272	41,272	30,414	30,414	46,380	17,394	67,121	25,172	87,651	58,666
Total ...	14,06,790	42,20,375	15,47,963	46,43,890	3,58,606	3,58,607	3,05,902	3,05,904	3,74,089	1,40,290	4,65,486	1,74,566	7,32,694	4,98,897
Sagar ...	1,09,589	3,28,770	86,548	2,59,647	24,464	24,464	27,484	27,484	15,183	5,695	10,905	4,090	39,647	30,159
Hoshungabad ...	12,606	36,768	27,599	71,227	71,893	71,893	16,884	16,885	.....	.....	.....	.....	71,893	71,893
Nagpur ...	6,03,734	7,20,769	5,28,000	6,83,675	472	472	17,155	17,155	.....	.....	.....	.....	472	472
Raipur ...	93,394	1,07,265	1,01,040	1,46,761	377	377	249	249	.....	.....	.....	.....	377	377
Total ...	8,19,323	11,93,592	7,43,187	11,61,310	97,206	97,206	61,772	61,773	15,183	5,695	10,905	4,090	1,12,389	1,02,901
Internal.														
Karour Local Salt Works ...	832	2,566	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North-Western Provinces ...	16,221	50,865	14,321	44,810	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mullowna Local Salt Works ...	13,920	43,500	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oudh ...	2,987	8,961	2,948	8,845	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total ...	33,960	1,05,892	17,269	53,655	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total ...	49,92,019	1,37,15,722	53,29,112	1,49,20,934	9,48,495	9,48,496	7,60,907	7,60,911	12,31,127	4,61,754	13,00,159	4,87,571	21,79,621	14,10,250
									Deduct Increase or Decrease ...				.....	.....
									Net Increase or Decrease ...				.....	.....
Berar ...	2,25,830	2,68,407	2,32,773	3,15,008	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

2.

Governments of the North-Western Provnices, Panjab, Central Provinces, Oudh, and Hyderabad, and the duty paid thereon for the Official Year 1870-71.

TAL.		COMPARATIVE RESULTS IN 1870-71.															
		SALT.				SUGAR.											
1869-70.		Increase.		Decrease.		REFINED.				UNREFINED.				TOTAL.			
						Increase.		Decrease.		Increase.		Decrease.		Increase.		Decrease.	
Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
.....	.....	.....	.....	2,75,686	8,27,056	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22,785	12,076	.....	.....	.....	.....	2,224	2,224	.....	.....	2,307	865	.....	.....	4,531	3,089	.....	.....
3,37,470	2,14,920	.....	.....	75	226	13,891	13,890	.....	.....	64,612	24,292	.....	.....	78,503	38,182	.....	.....
8,56,746	4,75,153	.....	.....	12,986	38,934	83,335	83,335	.....	.....	.....	.....	48,832	18,303	34,503	65,032	.....	.....
12,17,001	7,02,149	.....	.....	2,88,747	8,66,216	99,450	99,449	.....	.....	66,919	25,157	48,832	18,303	1,17,537	1,06,303	.....	.....
6,73,853	4,24,884	.....	.....	1,72,743	5,18,229	41,846	41,845	.....	.....	.....	.....	70,656	26,498	.....	15,347	28,810	.....
97,535	55,586	31,570	94,714	.....	.....	10,858	10,858	.....	.....	.....	.....	20,741	7,778	.....	3,080	9,883	.....
7,71,388	4,80,470	31,570	94,714	1,72,743	5,18,229	52,704	52,703	.....	.....	.....	.....	91,397	34,276	.....	18,427	38,693	.....
38,389	31,574	23,041	69,123	.....	.....	.....	.....	3,020	3,020	5,278	1,605	.....	.....	1,258	.....	.....	1,415
16,884	16,885	.....	.....	14,993	34,439	55,009	55,008	.....	.....	.....	.....	.....	.....	55,009	55,008	.....	.....
17,155	17,155	75,734	37,094	.....	.....	.....	.....	16,683	16,683	.....	.....	.....	.....	.....	.....	16,683	16,683
249	249	.....	.....	7,646	39,496	128	128	.....	.....	.....	.....	.....	.....	128	128	.....	.....
72,677	65,863	98,775	1,06,217	22,639	73,935	55,137	55,136	19,703	19,703	5,278	1,605	.....	.....	56,395	55,136	16,683	18,098
.....	.....	832	2,566	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1,900	6,055	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	13,920	43,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	39	116	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	16,691	52,237	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20,61,066	12,48,482	1,47,036	2,53,168	4,84,129	14,58,380	2,07,291	2,07,288	19,703	19,703	72,197	26,762	1,40,229	52,579	1,73,932	4,79,866	55,377	18,098
.....	.....	.....	.....	1,47,036	2,53,168	19,704	19,703	.....	.....	.....	.....	72,197	26,762	55,377	18,098	.....	.....
.....	.....	.....	.....	3,37,093	12,05,212	1,87,587	1,87,585	.....	.....	.....	.....	68,032	25,817	1,18,555	1,61,768	.....	.....
.....	.....	.....	.....	6,943	46,601	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,943	46,601

A.

Comparative Statement of Cost of Establishment of the Commissioner of Inland Customs' Head-quarters Office as it stood on the 1*st April* 1870, *and as now sanctioned,* 1*st April* 1871.

	Monthly Cost of Establishment.		Annual Cost of Establishment.		Length of Jurisdiction in Miles.		Total amount of Collections including double duty, &c.		Annual charge per mile of line.		Annual charge per cent. on Collections.	
	On the 1st April 1870.	As now sanctioned.	In 1870.	As now sanctioned.	On the 1st April 1870.	On the 1st April 1871.	From 1st April 1869 to 31st March 1870.	From 1st April 1870 to 31st March 1871.	In 1870.	In 1871.	In 1870.	In 1871. *
Commissioner of Inland Customs' Head-quarters Office.	1,910	1,910	22,920	22,920	2,473	2,549½	1,65,85,546	1,62,05,324	9·24	8·98	·13	·14

B.

Comparative Statement of Cost of Assistant Commissioners' and Collectors' Sudder Offices as they stood on the 1st April 1870 and as now sanctioned, 1st April 1871.

	Monthly Cost of Establishment.		Annual Cost of Establishment.		Length of the Customs Line.		Total amount of Collections, including double duty, &c.		Annual charge per mile of line.		Annual charge per cent. on Collections.	
	On the 1st April 1870.	As now sanctioned.	In 1870.	As now sanctioned.	On the 1st April 1870.	On the 1st April 1871.	From 1st April 1869 to 31st March 1870.	From 1st April 1870 to 31st March 1871.	In 1870.	In 1871.	In 1870.	In 1871.
Shahpur	862	821	10,344	9,852	480½	480½	44,92,539	36,88,397	21·53	20·5	0·23	0·27
Kulror	460	418	5,520	5,016	215	215	12,368	16,538	25·67	23·33	44·63	30·53
Hissar	445	445	5,340	5,340	192½	191	19,99,642	20,37,632	27·74	27·95	0·26	0·26
Dilhi	555	555	6,660	6,660	96½	96½	32,69,999	33,49,490	69·01	69·01	0·2	0·19
Total ...	2,322	2,239	27,864	26,868	984½	983	97,74,548	90,92,057	28·29	27·33	0·28	0·29
Agra	851	833	10,212	9,996	158½	158½	49,92,033	44,87,895	64·43	63·06	0·2	0·22
Jhansi	409	405	4,908	4,860	172¾	172	1,46,996	2,44,888	28·53	28·25	3·34	1·98
Total ...	1,260	1,238	15,120	14,856	331¼	330½	51,39,029	47,32,783	45·75	22·47	0·29	0·31
Sagar	415	415	4,980	4,980	147	147	2,99,838	3,66,641	33·88	19·67	1·66	1·35
Hoshungabad	355	355	4,260	4,260	216½	216½	93,342	1,11,544	19·67	19·67	4·56	3·81
Nagpur	392	246	4,704	2,952	200	200	7,02,835	7,22,339	23·52	14·76	0·66	0·4
Raipur	302	357	3,624	4,284	260	260	1,59,138	1,14,245	13·94	16·47	2·27	3·74
Total ...	1,464	1,373	17,568	16,476	823½	823½	12,55,153	13,14,769	21·33	19·4	1·39	1·25
Internal, N.-W. Provinces	246	216	2,952	2,592	.....	.....	85,754	1,02,957	.....	.....	3·44	2·51
Ditto, Oudh	196	196	2,352	2,352	.....	.....	12,537	13,934	.....	.....	18·76	16·88
Total ...	442	412	5,304	4,944	.....	.....	98,291	1,16,891	.....	.....	5·39	4·22
Grand Total ...	5,488	5,262	65,856	63,144	2,139¼	2,137	1,62,67,021	1,52,56,500	30·79	29·54	0·4	0·41
Berar Line	100	246	1,200	2,952	334	331	3,18,526	2,70,201	3·59	8·92	0·37	8·91

C.

Comparative Statement of Cost of the Mofussil Customs Establishments, exclusive of Commissioners', Assistant Commissioners', and Collectors' Offices, as they stood on the 1st April 1870 and as now sanctioned, 1st April 1871.

	Monthly Cost of Establishment.		Annual Cost of Establishment.		Length of the Customs Line.		Total amount of Collections, including double duty, &c.		Annual charge per mile of line.		Annual charge per cent. on Collections.	
	On the 1st April 1870.	As now sanctioned.	In 1870.	As now sanctioned.	On the 1st April 1870.	On the 1st April 1871.	From 1st April 1869 to 31st March 1870.	From 1st April 1870 to 31st March 1871.	In 1870.	In 1871.	In 1870.	In 1871.
Shahpur	12,756 10 8	13,631 10 8	1,53,080	1,63,580	480½	480½	44,92,539	36,88,397	318·58	340·43	3·4	4·43
Kuhror	6,065 0 0	6,192 0 0	72,780	74,304	215	215	12,368	16,538	338·57	345·6	588·51	452·32
Hissar	13,585 8 0	13,454 8 0	1,63,026	1,61,454	192½	191	19,99,642	20,37,632	846·88	845·31	8·15	7·92
Dilhi	11,352 0 0	11,379 0 0	1,36,224	1,36,548	96½	96½	32,69,999	33,49,490	1411·64	1415·	4·16	4·07
Total ...	43,759 2 8	44,657 2 8	5,25,110	5,35,886	984½	983	97,74,548	90,92,057	533·38	545·15	5·37	5·89
Agra	16,578 0 0	16,649 0 0	1,98,936	1,99,788	158½	158½	49,92,033	44,87,895	1254·8	1260·49	3·98	4·45
Jhansi	13,884 0 0	13,879 0 0	1,66,608	1,66,548	172¾	172	1,46,996	2,44,888	968·65	968·3	113·34	68·
Total ...	30,462 0 0	30,528 0 0	3,65,544	3,66,336	331¼	330½	51,39,029	47,32,783	1104·39	554·21	7·11	7·74
Sagar	8,877 0 0	8,800 0 0	1,06,524	1,05,600	147	147	2,99,838	3,66,641	724·65	718·37	35·52	28·8
Hoshungabad...	6,426 0 0	6,482 0 0	77,112	77,784	216½	216½	93,342	1,11,544	356·17	359·28	82·61	69·73
Nagpur	4,161 0 0	5,665 0 0	49,932	67,980	200	200	7,02,835	7,22,339	249·66	339·9	7·1	9·41
Raipur	6,485 0 0	6,484 0 0	77,820	77,808	260	260	1,59,138	1,14,245	299·3	299·26	48·9	68·1
Total ...	25,949 0 0	27,431 0 0	3,11,388	3,29,172	823½	823½	12,55,153	13,14,769	378·12	399·72	24·8	25·84
Internal, N. W. P.	12,995 0 0	13,080 0 0	1,55,940	1,56,960	.....	.....	85,754	1,02,957	.....	.....	181·84	152·29
Ditto, Oudh	4,182 0 0	4,257 0 0	50,184	51,084	.....	.....	12,537	13,934	.....	.....	400·29	373·79
Total ...	17,177 0 0	17,337 0 0	2,06,124	2,08,044	.....	.....	98,291	1,16,891	.....	.....	209·7	177·81
Grand Total ...	1,17,347 2 8	1,19,953 2 8	14,08,166	14,39,438	2,139¼	2,137	16,267,021	1,52,56,500	658·48	673·57	8·16	9·43
Berar Line	7,210 0 0	5,664 0 0	86,520	67,968	334	331	3,18,526	2,70,201	259·04	205·34	27·16	25·15

D.

Comparative Statement of Cost of the Mofussil Customs Establishments, exclusive of Patrols, Assistant Patrols, Salt Establishments, and Stationery Charges, as it stood on the 1st April 1870 and as now sanctioned, 1st April 1871.

	Monthly Cost of Establishment.		Annual Cost of Establishment.		Length of the Customs Line.		Total amount of Collections, including double duty, &c.		Annual charge per mile of line.		Annual charge per cent. on Collections.	
	On the 1st April 1871.	As now sanctioned.	In 1870.	As now sanctioned.	On the 1st April 1870.	On the 1st April 1871.	From 1st April 1869 to 31st March 1870.	From 1st April 1870 to 31st March 1871.	In 1870.	In 1871.	In 1870.	In 1871.
Shahpur	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kuhror	3,807	4,299	45,684	51,588	215	215	12,368	16,538	212·47	239·94	369·4	314·04
Hissar	10,275	10,218	1,23,300	1,22,616	192½	191	19,99,642	20,37,632	640·52	641·96	6·16	6·01
Dilhi	7,762	7,761	93,144	93,132	96½	96½	32,69,999	33,49,490	965·22	965·09	2·85	2·78
Total ...	21,844	22,278	2,62,128	2,67,336	504	502½	52,82,009	54,03,660	525·05	532·01	4·96	4·94
Agra	12,309	12,355	1,47,708	1,48,260	158½	158½	49,92,033	44,87,895	931·91	935·39	2·96	3·3
Jhansi	11,149	11,124	1,33,788	1,33,488	172¾	172	1,46,996	2,44,888	777·83	776·09	91·01	54·51
Total ...	23,458	23,479	2,81,496	2,81,748	331¼	330½	51,39,029	47,32,783	850·44	852·49	5·47	5·95
Sagar	6,910	6,900	82,920	82,800	147	147	2,99,838	3,66,641	564·08	563·34	27·65	22·58
Hoshungabad	5,182	5,182	62,184	62,184	216½	216½	93,342	1,11,544	287·22	287·22	66·62	55·74
Nagpur	2,739	4,177	32,868	50,124	200	200	7,02,835	7,22,339	164·34	250·62	4·67	6·93
Raipur	5,160	5,184	61,920	62,208	260	260	1,59,138	1,14,245	238·15	239·26	38·9	54·45
Total ...	19,991	21,443	2,39,892	2,57,316	823½	823½	12,55,153	13,14,769	291·37	312·46	19·11	19·57
Grand Total ...	65,293	67,200	7,83,516	8,06,400	1,658¾	1,656½	1,16,76,191	1,14,51,212	472·56	487·1	6·71	7·04
Berar	5,347	4,177	64,164	50,124	334	331	3,18,526	2,70,201	192·1	151·43	20·14	18·55

E.

Statement showing the quantity of goods seized on head-loads and the number of head-load salt smugglers apprehended during the year 1870-71, *as compared with* 1869-70.

Customs Houses.	Salt.				Sugar.				Number of head-load salt smugglers seized.		Remarks.
	1870-71.		1869-70.		1870-71.		1869-70.				
	Number of head-loads.	Number of Maunds.	Number of head-loads.	Number of Maunds.	Number of head-loads.	Number of Maunds.	Number of head-loads.	Number of Maunds.	1870-71.	1869-70.	
Shahpur	153	99	100	5	.....	.....	.....	.....	205	100	
Kuhror	7	.....	16	.....	4	1	2	.....	8	16	
Hissar	246	594	313	659	29	7	49	11	200	249	
Dilhi	189	157	240	144	94	16	160	20	277	269	
Total ...	595	850	669	808	127	24	211	31	690	634	
Agra	201	246	431	291	18	5	13	7	221	525	
Jhansi	421	124	702	153	8	3	14	5	692	907	
Total ...	622	370	1,133	444	26	8	27	12	913	1,432	
Sagar	248	491	283	529	.....	.....	.....	.....	255	305	
Hoshungabad...	95	97	142	160	4	5	.....	.....	103	149	
Nagpur	19	5	33	14	.....	.....	.....	.....	36	86	
Raipur	372	676	365	689	.....	.....	2	.....	615	610	
Total ...	734	1,269	823	1,392	4	5	2	.....	1,009	1,150	
Grand Total ...	1,951	2,489	2,625	2,644	157	37	240	43	2,612	3,216	
Berar Line	43	4	64	7	.....	.....	.....	.....	72	93	

F.

Statement of Cases of seizures reported to the Revenue Commissioners, or otherwise disposed of by the Collectors of Customs in the North-Western Provinces, Panjab, and Central Provinces for the year 1870-71.

	CUSTOMS HOUSE.	Description and quantity of goods seized.		Ground of seizures and detail of cases.			Total number of cases of seizures.	Number of cases ordered by Collectors or Commissioner of Customs.		Total number of cases disposed of by Collectors or Commissioner of Customs.	Number of cases reported to Revenue Commissioner.			Total number of cases reported to Revenue Commissioner.	Number of cases in which Collector's orders have been			Total number of cases decided by Revenue Commissioner.	Remarks.
		Salt.	Sugar.	Without Rowannahs.	In excess of Rowannahs.	Difference between goods and specification of Rowannahs, goods taken to closed posts, &c.		For release.	For single or double duty.		For release.	For confiscation.	For single or double duty.		Confirmed.	Reversed.	Modified.		
		M. S. C.	M. S. C.																
Panjab.	Shahpur	87 21 15	.....	160	.....	.....	160	88	13	101	1	57	1	59	59	...	...	59	
	Kuhror	0 21 1	65 33 1	24	93	1	118	.....	97	97	...	7	14	21	17	1	3	21	
	Hissar	845 17 14	257 7 7	297	40	5	342	5	.....	5	...	232	105	337	337	...	...	337	
	Dilhi	1,570 13 0	2,499 17 11	299	205	10	514	12	.....	12	...	181	321	502	502	...	...	502	
	Total ...	2,503 33 14	2,822 18 3	780	338	16	1,134	105	110	215	1	477	441	919	915	1	3	919	
N. W. P.	Agra	1,486 26 11	829 33 10	270	378	18	666	26	.....	26	...	203	437	640	640	...	...	640	
	Jhansi	164 21 10	176 19 2	446	105	.....	551	.....	.....	.....	...	311	240	551	550	...	1	551	
	Total ...	1,651 8 5	1,006 12 12	716	483	18	1,217	26	.....	26	...	514	677	1,191	1,190	...	1	1,191	
Central Provinces.	Sagar	541 29 15	99 33 2	517	54	5	576	5	.....	5	...	329	242	571	571	...	...	571	
	Hoshungabad...	146 19 5	342 6 13	144	25	7	176	11	.....	11	...	79	86	165	165	...	...	165	
	Nagpur	15 5 14	.....	26	.....	.....	26	1	.....	1	...	7	18	25	25	...	...	25	
	Raipur	1,108 27 0	.....	407	.....	.....	407	.....	.....	.....	...	302	105	407	407	...	...	407	
	Total ...	1,812 2 2	441 39 15	1,094	79	12	1,185	17	.....	17	...	717	451	1,168	1,168	...	...	1,168	
	Grand Total ...	5,967 4 5	4,270 30 14	2,590	900	46	3,536	148	110	258	1	1,708	1,569	3,278	3,273	1	4	3,278	
Berar Line	... ...	216 20 2	.....	102	.....	.....	102	1	.....	1	...	19	82	101	99	2	...	101	

G.

Return showing the number of persons committed for smuggling under Section 7, Act XIV. of 1843, *and the punishment awarded them, during the year* 1870-71.

Divisions.	Number of Smugglers.					Punished with Fine or Imprisonment in case of non-payment of Fine.									Punished with Imprisonment.						Remarks.
	Committed for trial.	Acquitted.	Convicted.			Number fined.	Gross Fine.	Average Fine.	Imprisonment in case of non-payment of Fine.						With Labour.			Without Labour.			
									With Labour.			Without Labour.									
			Head-load Salt Smugglers.	Other Smugglers.	Total.				No. of Persons.	Gross Term.	Average Term.	No. of Persons.	Gross Term.	Average Term.	No. of Persons.	Gross Term.	Average Term.	No. of Persons.	Gross Term.	Average Term.	
							R. A. P.			Y. M. D.	Y. M. D.			Y. M. D.							
Shahpur ...	85	16	37	22	59	59	731 0 0	12·39	2	0 6 0	0 3 0	2	0 4 0	0 2 0	...	...	...	...	...	...	
Kuhror ...	20	4	2	13	15	15	213 0 0	14·2	...	.....	.....	1	0 0 15	0 0 15	...	...	...	...	...	...	
Hissar ...	130	12	93	25	118	118	2,850 0 0	24·15	78	15 5 3	0 2 11	...	.....	.....	...	...	...	...	...	...	
Dilhi ...	153	5	148	...	148	148	2,304 0 0	15·57	32	5 5 10	0 2 1	30	3 1 5	0 1 7	...	...	...	...	...	...	
Total ...	388	37	280	60	340	340	6,098 0 0	17·93	112	21 4 13	0 2 8	33	3 5 20	0 1 8	...	...	...	...	...	...	
Agra ...	171	7	161	2	163	163	1,580 0 0	9·69	65	5 11 20	0 1 3	7	0 6 20	0 0 28	...	...	...	...	...	...	
Jhansi ...	145	3	117	25	142	142	1,443 0 0	10·16	77	9 4 2	0 1 13	...	.....	.....	...	...	...	...	...	...	
Total ...	316	10	278	27	305	305	3,023 0 0	9·91	142	15 3 22	0 1 8	7	0 6 20	0 0 28	...	...	...	...	...	...	
Sagar ...	293	4	262	27	289	289	3,480 0 0	12·04	181	41 11 15	0 2 23	2	0 2 0	0 1 0	...	...	...	...	...	...	
Hoshungabad ...	57	4	46	7	53	53	366 0 0	6·9	3	0 4 0	0 1 10	1	0 1 12	0 1 12	...	...	...	...	...	...	
Nagpur ...	2	...	2	...	2	2	10 0 0	5·	...	.....	.....	...	.....	.....	...	...	...	...	...	...	
Raipur ...	423	12	373	38	411	411	981 0 0	2·38	30	0 10 17	0 0 10	3	0 0 22	0 0 7	...	...	...	...	...	...	
Total ...	775	20	683	72	755	755	4,837 0 0	6·4	214	43 2 2	0 2 12	6	0 4 4	0 0 20	...	...	...	...	...	...	
Grand Total ...	1,479	67	1,241	159	1,400	1,400	13,958 0 0	9·97	408	79 10 7	0 2 1	46	4 4 14	0 1 4	...	...	...	...	...	...	
Berar ...	19	5	1	13	14	14	155 0 0	11·07	...	...	...	...	...	...	...	...	...	...	...	...	

H.

Comparative Statement of the quantity of various kinds of Salt which paid duty at the Inland Customs Line or at Mines, or Works inside the Line, during the Official Years 1869-70 *and* 1870-71.

SALT.	1870-71.		1869-70.		INCREASE.		DECREASE.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
Sambhur	5,89,519 20 7	17,68,562 9 4	6,41,485 34 11	19,24,459 2 1	.....	.....	51,966 14 4	1,55,896 8 9
Balumbha	10,49,972 39 9	31,49,919 14 8	11,38,179 19 10	34,14,539 4 8	.....	.....	88,206 20 1	2,64,619 6 0
Salumbha	2,44,594 39 12	7,33,785 1 5	3,43,395 25 7	10,30,186 12 4	.....	.....	98,800 25 11	2,96,401 10 11
Sooltanpoorie	6,86,638 2 11	20,59,913 11 6	6,30,197 14 0	18,90,591 12 9	56,440 28 11	1,69,321 14 9	.....	.....
Deedwana	3,75,988 2 14	11,27,964 15 2	3,59,551 21 0	10,78,655 3 0	16,436 21 14	49,309 12 2	.....	.....
Phullowdee	377 9 8	1,132 7 2	902 12 1	2,706 14 9	.....	.....	525 2 9	1,574 7 7
Kharee	1,460 8 8	4,379 14 10	2,042 19 6	6,127 10 0	.....	.....	582 10 14	1,747 11 2
Black	9,887 39 6	29,667 1 4	6,724 4 10	20,172 5 7	3,163 34 12	9,494 11 9	.....	.....
Kansia	79,700 8 0	2,39,100 4 11	53,088 33 13	1,59,269 4 9	26,611 14 3	79,831 0 2	.....	.....
Kansia Sambhur, &c. (mixed)	54 5 12	164 8 0	2,051 9 0	6,153 13 2	.....	.....	1,997 3 4	5,989 5 2
Bhooshkee	.....	.....	0 25 8	1 14 8	.....	.....	0 25 8	1 14 8
Kokun	5,82,040 37 8	6,94,858 15 11	5,27,393 33 7	6,82,763 9 7	54,647 4 1	12,095 6 4	.....	.....
Chooteea	76 20 0	229 8 11	88 31 14	266 7 10	.....	.....	12 11 14	36 14 11
Puchbuddra	457 0 5	1,371 0 5	.....	.....	457 0 5	1,371 0 5	.....	.....
Russee Muttee	0 5 8	0 6 8	1 12 2	3 14 7	.....	.....	1 6 10	.....
Salt in Saltpetre	133 32 10	404 11 2	10 36 1	30 4 5	122 36 9	374 6 9	.....	3 7 11
Burragura	22,278 6 11	26,659 9 5	7,898 27 7	12,174 9 8	14,379 19 4	14,484 15 9	.....	.....
Mutteea	2 24 2	7 13 0	0 14 0	1 0 10	2 10 2	6 12 2	.....	.....
Bunwar	64,406 18 1	74,412 0 5	88,432 11 11	1,32,184 0 8	.....	.....	24,025 33 10	57,772 0 3
Salt produced in Salt works, Mulowna	13,920 0 0	43,500 0 0	.....	.....	13,920 0 0	43,500 0 0	.....	.....
Salt produced in Salt works, Karour	832 18 12	2,566 6 6	.....	.....	832 18 12	2,566 6 6	.....	.....
Ganjam	6,510 27 0	7,372 10 6	8,474 0 0	9,538 4 0	.....	.....	1,963 13 0	2,160 9 6
Itchapoor Salt	22,492 21 0	25,504 1 11	4,770 19 0	5,999 12 6	17,722 2 0	19,504 5 5	.....	.....
Salt produced at Saltpetre refineries	19,207 19 13	59,825 12 11	17,269 5 9	53,655 1 7	1,938 14 4	6,170 11 4	.....	.....
Rock Salt	12,21,467 17 7	36,64,402 5 4	14,97,152 29 6	44,91,458 3 5	.....	.....	2,75,685 11 15	8,27,055 14 1
TOTAL	49,92,019 25 4	1,37,15,705 15 5	53,29,111 39 11	1,49,20,934 6 10	2,06,674 4 13	4,08,031 7 6	5,43,766 19 4	16,13,259 14 11
Deduct Increase	.....	.....	.....	.....	.....	.....	2,06,674 4 13	4,08,031 7 6
Net Decrease	.....	.....	.....	.....	.....	.....	3,37,092 14 7	12,05,228 7 5
Berar Line Kokun Salt	2,25,880 36 7	2,68,406 9 6	2,32,773 14 9	3,15,008 5 4	.....	.....	6,942 18 2	46,601 11 10

ANNEXURE I.

General Statement of Gross Collections of the Inland Customs Line for the year 1870-71, *as compared with the three previous years.*

Divisions.	Years.	Salt. Quantity. M. S. C.	Salt. Amount. Rs. A. P.	Sugar. Quantity. M. S. C.	Sugar. Amount. Rs. A. P.	Miscellaneous. Rs. A. P.	Total. Rs. A. P.
PANJAB. Shahpur	1870-71	12,21,467 17 7	36,64,402 5 4	.....	.....	23,994 9 5	36,88,396 14 9
	1869-70	14,97,152 29 6	44,91,458 3 5	.....	.....	1,080 10 0	44,92,538 13 5
	1868-69	12,60,193 30 14	37,80,581 5 5	.....	.....	2,354 0 1	37,82,935 5 6
	1867-68	11,96,440 19 4	35,89,321 7 4	.....	.....	576 2 7	35,89,897 9 11
Kuhror	1870-71	.....	.....	27,316 9 3	15,165 1 8	1,372 12 11	16,537 14 7
	1869-70	.....	.....	22,785 0 0	12,076 0 0	292 0 0	12,368 0 0
	1868-69	.....	.....	33,177 0 0	17,673 0 0	1,242 0 0	18,915 0 0
	1867-68	.....	.....	25,513 0 0	13,345 0 0	213 0 0	13,558 0 0
Hissar	1870-71	5,93,216 2 8	17,79,649 0 2	4,15,972 22 10	2,53,102 1 7	4,881 3 6	20,37,632 5 3
	1869-70	5,93,291 19 11	17,79,875 4 1	3,37,470 19 9	2,14,920 6 8	4,845 13 10	19,99,641 8 7
	1868-69	5,29,925 22 2	15,89,738 2 4	3,30,687 24 10	2,08,404 0 6	3,698 2 8	18,01,840 5 6
	1867-68	5,22,027 25 9	15,65,936 14 1	5,56,717 34 11	3,61,367 12 4	2,837 7 8	19,30,142 2 1
Dilhi	1870-71	9,17,263 8 1	27,51,811 15 6	8,91,248 38 11	5,40,184 6 5	57,493 2 5	33,49,489 8 4
	1869-70	9,30,248 31 1	27,90,745 9 4	8,56,745 39 13	4,75,152 11 1	4,100 7 2	32,69,998 11 7
	1868-69	8,99,241 38 4	26,97,725 0 6	6,10,617 33 4	3,53,628 7 0	4,357 14 0	30,55,711 5 6
	1867-68	8,79,704 6 12	26,39,112 10 10	9,05,899 28 15	5,61,711 2 10	6,723 10 11	32,07,547 8 7
Total Panjab	1870-71	27,31,946 28 0	81,95,863 5 0	13,34,537 30 8	8,08,451 9 8	87,741 12 3	90,92,056 10 11
	1869-70	30,20,693 0 2	90,62,079 0 10	12,17,001 19 6	7,02,149 1 9	10,318 15 0	97,74,547 1 7
	1868-69	26,89,361 11 4	80,68,044 8 3	9,74,482 17 14	5,79,705 7 6	11,652 0 9	86,59,402 0 6
	1867-68	25,98,172 11 9	77,94,371 0 3	14,88,130 23 0	9,36,423 15 2	10,350 5 2	87,41,145 4 7
N. W. P. Agra	1870-71	13,45,675 35 8	40,37,028 13 1	6,45,042 21 0	4,40,231 5 9	10,634 11 6	44,87,894 14 4
	1869-70	15,18,419 19 2	45,55,257 9 3	6,73,853 33 13	4,24,894 14 2	11,890 11 11	49,92,033 3 4
	1868-69	14,94,983 36 9	44,84,953 12 2	6,65,427 15 9	4,10,740 1 5	7,787 0 0	49,03,480 13 7
	1867-68	13,81,083 6 12	41,43,251 0 3	7,85,167 35 9	5,42,660 10 11	4,887 3 0	46,90,798 14 2
Jhansi	1870-71	61,113 39 11	1,83,345 13 3	87,651 14 3	58,665 13 1	2,876 5 0	2,44,887 15 4
	1869-70	29,543 33 6	88,632 8 8	97,534 36 5	55,585 11 1	2,778 0 8	1,46,996 4 5
	1868-69	77,745 20 11	2,33,237 6 3	1,28,786 26 11	77,857 9 7	2,867 13 10	3,13,962 13 8
	1867-68	1,22,433 9 7	3,67,301 1 9	1,37,612 38 15	91,195 10 11	2,130 14 1	4,60,627 10 9
Total N. W. P.	1870-71	14,06,789 35 3	42,20,374 10 4	7,32,693 35 13	4,98,897 2 10	13,511 0 6	47,32,782 13 8
	1869-70	15,47,963 12 8	46,43,890 1 11	7,71,388 30 2	4,80,470 9 3	14,668 12 7	51,39,029 7 9
	1868-69	15,72,729 17 4	47,18,191 2 5	7,94,214 2 4	4,88,597 11 0	10,654 13 10	52,17,443 11 3
	1867-68	15,03,516 16 3	45,10,552 2 0	9,22,780 34 8	6,33,856 5 10	7,018 1 1	51,51,426 8 11
CENTRAL PROVINCES. Sagar	1870-71	1,09,589 21 14	3,28,770 3 9	39,647 23 2	30,159 6 0	7,712 13 3	3,66,642 7 0
	1869-70	86,547 38 4	2,59,646 12 7	38,388 12 14	31,573 11 3	8,617 13 1	2,99,838 4 11
	1868-69	1,57,842 14 11	4,73,530 12 11	49,247 24 9	42,322 9 2	25,934 14 2	5,41,788 4 3
	1867-68	2,67,239 36 10	7,71,722 4 3	50,631 22 1	42,201 4 2	7,109 11 8	8,21,033 4 1
Hoshungabad	1870-71	12,606 15 15	36,787 12 6	71,892 28 3	71,893 5 10	2,863 4 0	1,11,544 6 4
	1869-70	27,598 31 2	71,227 4 2	16,884 22 5	16,884 11 4	5,230 7 4	93,342 6 10
	1868-69	31,105 18 3	89,999 14 5	13,709 38 4	13,710 1 3	2,441 5 9	1,06,151 5 5
	1867-68	39,798 12 0	97,826 15 6	12,981 2 12	12,981 1 10	5,275 3 11	1,16,083 5 3
Nagpur	1870-71	6,03,733 20 2	7,20,769 6 11	471 18 9	471 15 8	1,098 0 1	7,22,339 6 8
	1869-70	5,28,000 5 6	6,83,674 11 1	17,154 31 7	17,154 15 3	2,005 2 8	7,02,834 13 0
	1868-69	4,44,532 23 9	6,68,636 13 0	27,115 6 10	27,115 6 5	3,899 3 4	6,99,651 6 9
	1867-68	3,54,627 15 13	5,35,529 5 4	10,881 6 15	10,881 3 9	6,228 3 4	5,52,638 12 5
Raipur	1870-71	93,393 25 9	1,07,264 12 2	376 25 2	376 10 3	6,603 4 11	1,14,244 11 4
	1869-70	1,01,039 26 12	1,46,761 6 8	248 28 8	248 11 10	12,127 10 2	1,59,137 12 8
	1868-69	1,34,959 26 3	2,02,440 7 10	431 16 0	431 6 11	6,808 2 11	2,09,680 1 8
	1867-68	1,81,907 34 9	2,72,862 7 3	453 38 9	453 15 11	15,447 14 6	2,88,764 5 8
Total Cen. Prov.	1870-71	8,19,323 3 8	11,93,592 3 4	1,12,388 15 0	1,02,901 5 9	18,277 6 3	13,14,770 15 4
	1869-70	7,43,186 21 8	11,61,310 2 6	72,676 15 2	65,862 1 8	27,981 1 3	12,55,153 5 5
	1868-69	7,68,440 2 10	14,34,608 0 2	90,504 5 7	83,579 7 9	39,083 10 2	15,57,271 2 1
	1867-68	8,34,573 19 0	16,77,941 0 4	74,947 30 5	66,517 9 8	34,061 1 5	17,78,519 11 5
Grand Total	1870-71	49,58,059 26 11	1,36,09,830 2 8	21,79,620 1 5	14,10,250 2 3	1,19,530 3 0	1,51,39,610 7 11
	1869-70	53,11,842 34 2	1,48,67,279 5 3	20,61,066 24 10	12,48,481 12 8	52,968 12 10	1,61,68,729 14 9
	1868-69	50,30,530 31 2	1,42,20,843 10 10	18,59,200 25 9	11,51,882 10 3	61,390 8 9	1,54,34,116 13 10
	1867-68	49,45,262 6 12	1,39,82,864 2 7	24,85,859 7 13	16,36,797 14 8	51,429 7 8	1,56,71,091 8 11
OUDH, N. W. P. Internal	1870-71	16,220 17 14	50,864 7 3	.....	.....	52,092 8 0	1,02,956 15 3
	1869-70	14,320 28 7	44,809 9 6	.....	.....	40,944 1 7	85,753 11 1
	1868-69	11,243 5 5	34,835 0 5	.....	.....	46,459 0 1	81,294 0 6
	1867-68	11,407 37 2	35,929 8 0	.....	.....	51,684 5 11	87,613 13 11
Internal	1870-71	2,987 1 15	8,961 5 8	.....	.....	4,972 12 1	13,934 1 9
	1869-70	2,948 17 2	8,845 8 1	.....	.....	3,691 9 8	12,537 1 9
	1868-69	2,925 19 5	8,776 9 10	.....	.....	2,739 6 10	11,516 0 8
	1867-68	2,698 22 12	8,092 14 2	.....	.....	4,512 2 3	12,605 0 5
Total Internal	1870-71	19,207 19 13	59,825 12 11	.....	.....	57,065 4 1	1,16,891 1 0
	1869-70	17,269 5 9	53,655 1 7	.....	.....	44,635 11 3	98,290 12 10
	1868-69	14,168 24 10	43,611 10 3	.....	.....	49,198 6 11	92,810 1 2
	1867-68	14,106 19 14	44,022 6 2	.....	.....	56,196 8 2	1,00,218 14 4
Local Salt Work, Malowna Oudh	1870-71	13,920 0 0	43,500 0 0	.....	.....	875 14 9	44,375 14 9
	1869-70	.....	.....	.....	.....	.....	.....
	1868-69	.....	.....	.....	.....	.....	.....
	1867-68	.....	.....	.....	.....	.....	.....
N. W. P., Kuhror	1870-71	832 0 0	2,566 5 0	.....	.....	97 3 3	2,663 8 3
	1869-70	.....	.....	.....	.....	.....	.....
	1868-69	.....	.....	.....	.....	.....	.....
	1867-68	.....	.....	.....	.....	.....	.....
Total	1870-71	14,752 0 0	46,066 5 0	.....	.....	973 2 0	47,039 7 0
	1869-70	.....	.....	.....	.....	.....	.....
Grand Total	1870-71	49,92,019 6 8	1,37,15,722 4 7	21,79,620 1 5	14,10,250 2 3	1,77,568 9 1	1,53,03,540 15 11
	1869-70	53,29,111 39 11	1,49,20,934 6 10	20,61,066 24 10	12,48,481 12 8	97,604 8 1	1,62,67,020 11 7
	1868-69	50,44,699 15 12	1,42,64,455 5 1	18,59,200 25 9	11,51,882 10 3	1,10,588 15 8	1,55,26,926 15 0
	1867-68	49,59,368 26 10	1,40,26,886 8 9	24,85,859 7 13	16,36,797 14 8	1,07,625 15 10	1,57,71,310 7 3
Berar	1870-71	2,25,829 35 7	2,68,406 9 6	.....	.....	1,794 5 5	2,70,200 14 11
	1869-70	2,32,773 14 12	3,15,008 5 4	.....	.....	3,517 7 11	3,18,525 13 3
	1868-69	2,00,193 6 9	3,00,292 8 6	.....	.....	2,508 7 8	3,02,801 0 2
	1867-68	61,078 4 8	91,619 8 11	1,027 34 12	1,027 14 4	13 6 0	92,660 13 3

ANNEXURE II.

General Statement of Miscellaneous Revenue Receipts of the Inland Customs Line for the year 1870-71, *corresponding with the three previous years.*

Divisions.	Years.	Seizers' share of confiscation and double duty.	Fines, forfeitures, savings, &c.	Income Tax.	Half fine shares received from District Officers.	Sale proceeds of properties, &c.	Unclaimed deposits.	Fees on Mafee or Atrafee or Rowannahs.	Hakimee Cess.	One anna Cess.	License fees.	Miscellaneous.	Total.
PANJAB. Shahpur	1870-71...	2 0 0	443 3 11	2,487 5 2	.....	84 13 9	12,150 8 10	.....	.....	8,826 9 9	.....	.....	23,994 9 5
	1869-70...	.....	540 7 0	.....	.....	78 3 6	.....	.....	.....	.....	.....	469 15 6	1,080 10 0
	1868-69...	.....	519 9 6	.....	.....	100 6 7	.....	.....	.....	.....	.....	1,734 0 0	2,354 0 1
	1867-68...	.....	360 3 11	.....	.....	153 1 6	57 13 2	.....	.....	.....	.....	5 0 0	576 2 7
Kuhror	1870-71...	95 12 1	12 0 1	1,077 9 1	.....	45 11 2	141 12 6	.....	.....	.....	.....	.....	1,372 12 11
	1869-70...	225 7 3	6 6 7	.....	.....	53 14 8	.....	.....	.....	.....	.....	6 3 6	292 0 0
	1868-69...	46 15 7	74 4 10	.....	.....	607 6 1	510 7 6	.....	.....	.....	.....	3 7 4	1,242 9 4
	1867-68...	84 10 4	45 9 10	.....	4 0 0	14 10 0	44 13 9	.....	.....	.....	.....	19 4 1	213 0 0
Hissar	1870-71...	3,013 9 1	133 10 0	1,677 11 0	.....	50 9 11	.....	4 13 0	.....	.....	.....	0 14 6	4,881 3 6
	1869-70...	3,254 11 4	565 15 11	926 15 0	44 13 5	12 2 10	29 1 4	.....	.....	.....	.....	12 2 0	4,845 13 10
	1868-69...	1,877 4 10	1,138 1 3	453 12 0	115 3 6	86 2 3	8 6 11	.....	.....	.....	.....	18 10 7	3,697 9 4
	1867-68...	1,348 8 0	229 12 9	440 0 0	.....	737 12 3	36 0 7	.....	.....	.....	.....	45 6 1	2,837 7 8
Dilhi	1870-71...	6,838 12 11	165 12 9	1,487 15 3	.....	10 1 0	.....	.....	48,977 3 6	.....	.....	13 5 0	57,493 2 5
	1869-70...	3,222 15 6	93 0 1	771 9 0	.....	11 0 6	0 2 0	.....	.....	.....	.....	1 12 1	4,100 7 2
	1868-69...	3,635 14 8	191 7 4	371 12 0	.....	154 2 8	3 10 1	.....	.....	.....	.....	0 15 3	4,357 14 0
	1867-68...	6,160 4 2	119 11 5	400 0 0	.....	14 4 3	27 7 1	.....	.....	.....	.....	2 0 0	6,723 10 11
Total	1870-71...	9,950 2 1	754 10 9	6,730 8 6	.....	191 3 10	12,292 5 4	4 13 0	48,977 3 6	8,826 9 9	.....	14 3 6	87,741 12 3
	1869-70...	6,703 2 1	1,205 13 7	1,698 8 0	44 13 5	147 5 6	29 3 4	.....	.....	.....	.....	490 1 1	10,318 15 0
	1868-69...	5,560 3 1	1,923 6 11	825 8 0	115 3 6	948 1 7	522 8 6	.....	.....	.....	.....	1,757 1 2	11,652 0 9
	1867-68...	7,593 6 6	755 5 11	840 0 0	4 0 0	919 12 0	166 2 7	.....	.....	.....	.....	71 10 2	10,350 5 2
N. W. P. Agra	1870-71...	4,967 6 6	216 1 9	4,531 9 9	174 8 0	36 11 4	150 6 11	2 0 0	.....	.....	.....	555 15 3	10,634 11 6
	1869-70...	2,847 15 8	856 0 11	2,035 5 0	457 4 0	243 8 5	935 4 9	4 12 0	.....	.....	.....	4,510 9 2	11,890 11 11
	1868-69...	4,159 7 3	1,776 4 11	867 4 0	412 4 3	468 11 5	91 12 1	2 6 11	.....	.....	.....	8 13 2	7,787 0 0
	1867-68...	3,257 6 7	826 7 11	660 0 0	.....	6 8 6	132 1 9	0 6 0	.....	.....	.....	4 4 3	4,887 3 0
Jhansi	1870-71...	1,247 4 10	182 1 9	1,302 14 8	30 11 6	109 4 2	2 11 11	0 13 4	.....	.....	.....	0 6 10	2,876 5 0
	1869-70...	1,950 15 9	129 1 0	630 0 0	31 1 9	7 10 5	24 0 8	3 10 0	.....	.....	.....	1 9 1	2,778 0 8
	1868-69...	2,198 1 10	214 9 4	330 9 0	32 15 1	14 2 3	.....	3 8 0	.....	.....	.....	74 0 4	2,867 13 10
	1867-68...	1,190 13 9	639 13 6	280 0 0	.....	13 13 5	0 10 11	4 14 0	.....	.....	.....	0 12 6	2,130 14 1
Total	1870-71...	6,214 11 4	398 3 6	5,834 8 5	205 3 6	145 15 6	153 2 10	2 13 4	.....	.....	.....	556 6 1	13,511 0 6
	1869-70...	4,798 15 5	985 1 11	2,665 5 0	488 5 9	251 2 10	959 5 5	8 6 0	.....	.....	.....	4,512 2 3	14,668 12 7
	1868-69...	6,357 9 1	1,990 14 3	1,197 13 0	445 3 4	482 13 8	91 12 1	5 14 11	.....	.....	.....	82 13 6	10,654 13 10
	1867-68...	4,448 4 4	1,466 5 5	940 0 0	.....	20 5 11	132 12 8	5 4 0	.....	.....	.....	5 0 9	7,018 1 1
CENTRAL PROVINCES. Sagar	1870-71...	3,581 3 8	658 4 8	1,164 4 6	1,490 4 0	11 9 6	129 15 6	17 3 5	.....	.....	.....	660 0 0	7,712 13 3
	1869-70...	4,416 2 8	1,350 2 4	487 13 0	1,019 8 0	73 10 6	1,256 6 7	14 2 0	.....	.....	.....	.....	8,617 13 1
	1868-69...	15,050 10 8	10,523 12 2	246 14 0	.....	10 8 0	15 3 10	69 10 0	.....	.....	.....	18 3 6	25,934 14 2
	1867-68...	6,469 12 8	278 3 0	300 0 0	.....	.....	.....	61 12 0	.....	.....	.....	.....	7,109 11 8
Hoshungabad	1870-71...	1,679 6 1	63 14 1	759 2 6	.....	27 0 0	0 10 10	32 12 0	.....	.....	.....	300 6 6	2,863 4 0
	1869-70...	2,460 12 4	463 10 10	370 12 0	.....	.....	1,880 5 7	54 14 0	.....	.....	.....	0 0 7	5,230 7 4
	1868-69...	1,265 1 6	989 7 5	142 14 0	.....	.....	9 10 10	32 12 0	.....	.....	.....	1 8 6	2,441 5 9
	1867-68...	2,365 11 0	2,587 10 3	160 0 0	.....	.....	99 12 8	51 0 0	.....	.....	.....	11 2 0	5,275 3 11
Nagpur	1870-71...	26 1 0	100 6 7	801 11 3	0 14 7	.....	128 4 8	36 10 0	.....	.....	.....	4 0 0	1,098 0 1
	1869-70...	382 12 0	125 7 1	581 0 9	.....	4 0 0	809 12 10	93 2 0	.....	.....	.....	9 0 0	2,005 2 8
	1868-69...	655 1 7	106 9 9	280 0 6	.....	.....	2,808 15 6	48 8 0	.....	.....	.....	.....	3,899 3 4
	1867-68...	4,600 14 0	354 15 10	280 0 0	.....	3 0 0	740 10 1	9 10 0	.....	.....	.....	239 1 11	6,228 3 10
Raipur	1870-71...	4,097 6 3	1,586 8 4	644 7 5	.....	.....	264 0 11	0 14 0	.....	.....	.....	10 0 0	6,603 4 11
	1869-70...	10,821 8 6	887 6 4	285 8 0	.....	53 12 5	64 2 11	5 12 0	.....	.....	.....	9 8 0	12,127 10 2
	1868-69...	6,147 4 1	375 12 7	105 13 0	.....	9 5 3	161 4 0	7 4 0	.....	.....	.....	1 8 0	6,808 2 11
	1867-68...	14,828 9 3	467 8 2	120 0 0	.....	.....	11 15 11	11 14 0	.....	.....	.....	7 15 2	15,447 14 6
Total	1870-71...	9,384 1 0	2,409 1 8	3,369 9 8	1,491 2 7	38 9 6	522 15 11	87 7 5	.....	.....	.....	974 6 6	18,277 6 3
	1869-70...	18,081 3 6	2,826 10 7	1,725 1 9	1,019 8 0	131 6 11	4,010 11 11	167 14 0	.....	.....	.....	18 8 7	27,931 1 3
	1868-69...	23,118 1 10	11,995 9 11	775 9 6	.....	19 13 3	2,995 2 2	158 2 0	.....	.....	.....	21 3 6	39,083 10 2
	1867-68...	28,264 14 11	3,688 5 3	860 0 0	.....	3 0 0	852 6 8	134 4 0	.....	.....	.....	258 3 1	34,061 1 11
Total Line	1870-71...	25,548 14 5	3,561 15 11	15,934 10 7	1,696 6 1	375 12 10	12,968 8 1	95 1 9	.....	.....	.....	59,348 13 4	1,19,530 3 0
	1869-70...	29,583 5 0	5,017 10 1	6,088 14 9	1,552 11 2	529 15 3	4,999 4 8	176 4 0	.....	.....	.....	5,020 11 11	52,968 12 10
	1868-69...	35,035 14 0	15,909 15 1	2,798 14 6	560 6 10	1,450 12 6	3,609 6 9	164 0 11	.....	.....	.....	1,861 2 2	61,390 8 9
	1867-68...	40,306 9 9	5,910 0 7	2,640 0 0	4 0 0	943 1 11	1,151 5 11	139 8 0	.....	.....	.....	334 14 0	51,429 8 2
INTERNAL BRANCH. N. W. P.	1870-71...	.....	0 8 6	2,005 14 0	.....	34 12 0	.....	50 2 0	.....	.....	50,001 4 0	.....	52,092 8 0
	1869-70...	64 7 1	98 7 0	1,290 5 0	.....	.....	.....	.....	.....	.....	39,475 8 0	15 6 6	40,944 1 7
	1868-69...	492 12 1	75 4 0	604 0 0	.....	.....	.....	.....	.....	.....	45,287 0 0	.....	46,459 0 1
	1867-68...	191 8 11	69 13 0	480 0 0	.....	.....	.....	.....	.....	.....	50,943 0 0	.....	51,684 5 11
Oudh	1870-71...	701 7 0	5 5 0	813 5 1	.....	2 3 0	.....	30 8 0	.....	.....	3,429 0 0	.....	4,972 12 1
	1869-70...	11 0 0	34 8 0	431 5 0	.....	.....	43 4 8	.....	.....	.....	3,171 8 0	.....	3,691 9 8
	1868-69...	.....	15 0 0	212 7 0	.....	.....	148 7 10	.....	.....	.....	2,363 8 0	.....	2,739 6 10
	1867-68...	64 14 11	3 0 0	200 0 0	.....	.....	429 2 4	.....	.....	.....	3,815 1 0	.....	4,512 2 3
Total Internal	1870-71...	701 7 0	5 13 0	2,819 3 1	.....	36 15 0	.....	80 10 0	.....	.....	53,421 4 0	.....	57,065 4 1
	1869-70...	75 7 1	132 15 0	1,721 10 0	.....	.....	43 4 8	.....	.....	.....	42,647 0 0	15 6 6	44,635 11 3
	1868-69...	492 12 1	90 4 0	816 7 0	.....	.....	148 7 10	.....	.....	.....	47,650 8 0	.....	49,198 6 11
	1867-68...	256 7 10	72 13 0	680 0 0	.....	.....	429 2 4	.....	.....	.....	54,758 1 0	.....	56,196 8 2
Grand Total	1870-71...	26,250 5 5	3,567 12 11	18,753 13 8	1,696 6 1	412 11 10	12,968 8 1	175 11 9	.....	.....	53,421 4 0	59,348 13 4	1,76,595 7 1
	1869-70...	29,658 12 1	5,150 9 1	7,810 8 9	1,552 11 2	529 15 3	5,042 9 4	176 4 0	.....	.....	42,647 0 0	5,036 2 5	97,604 8 1
	1868-69...	35,528 10 1	16,000 3 1	3,615 5 6	560 6 10	1,450 12 6	3,757 14 7	164 0 11	.....	.....	47,650 8 0	1,861 2 2	1,10,538 15 8
	1867-68...	40,563 1 7	5,982 13 7	3,320 0 0	4 0 0	943 1 11	1,580 8 3	139 8 0	.....	.....	54,758 1 0	334 14 0	1,07,626 0 4
Berar	1870-71...	621 0 10	263 13 8	739 11 10	4 6 9	.....	119 14 4	45 6 0	.....	.....	.....	.....	1,794 5 5
	1869-70...	1,320 0 6	92 5 11	353 14 6	.....	.....	1,686 15 0	59 4 0	.....	.....	.....	4 0 0	3,517 7 11
	1868-69...	738 1 9	2 14 3	162 2 5	.....	.....	1,522 7 3	73 6 0	.....	.....	.....	9 8 0	2,508 7 8
	1867-68...	.....	2 2 0	.....	.....	.....	2 0 0	9 4 0	.....	.....	.....	*	13 6 0

ANNEXURE III.

ANNEXURE

General Statement of Fixed and Contingent Charges of the Inland Customs

Divisions.	Years.	FIXED. Supervision. Collectors and their Offices.	FIXED. Preventive. Patrols, Assistant Patrols, and Sub-Assistant Patrols.	FIXED. Preventive. Men.	Total of Fixed.	Travelling Allowance.	Conveyance of Tents.	Printing Charges.	Pay of Sick Peons in Hospital.	Seizers' share of confiscation and double duty, and rewards.
PANJAB. Shahpur	1870-71	28,520 3 9	55,503 6 5	81,505 14 4	1,65,529 8 6	870 8 11	244 7 10	639 7 1	.....	43 3 9
	1869-70	21,850 11 1	58,349 12 9	88,052 14 1	1,68,253 5 11	955 7 5	.....	643 0 1	16 5 0	.....
	1868-69	21,926 9 8	57,618 7 5	90,943 9 2	1,70,488 10 3	827 8 4	.....	672 10 3	20 13 0	.....
	1867-68	21,963 3 6	52,042 0 9	90,802 11 0	1,64,807 15 3	838 9 8	.....	767 10 6	6 3 0	.....
Kuhror	1870-71	11,893 11 1	28,114 1 9	39,707 3 2	79,715 0 0	636 7 11	59 8 0	118 12 7	.....	14 15 5
	1869-70	11,641 0 11	29,086 13 4	41,393 11 1	82,121 9 4	.....	.....	189 8 2	.....	225 3 7
	1868-69	11,621 0 3	30,485 4 5	42,089 1 0	84,195 5 8	304 1 11	143 10 2	261 6 8	.....	35 11 3
	1867-68	11,493 9 8	31,574 9 10	42,381 7 4	85,449 10 10	457 15 5	137 15 8	310 9 11	.....	86 0 6
Hissar	1870-71	14,504 13 1	43,348 13 10	1,16,025 6 2	1,73,879 1 1	731 2 10	240 12 0	330 1 9	719 5 7	3,543 3 3
	1869-70	22,647 0 6	45,894 8 4	1,27,158 15 10	1,95,700 8 8	739 8 2	175 3 0	462 12 8	986 10 4	2,659 6 4
	1868-69	20,234 14 1	46,625 12 3	1,18,077 11 6	1,84,938 5 10	1,685 2 6	242 13 10	527 15 0	332 11 4	1,879 4 10
	1867-68	19,011 5 4	43,709 5 6	1,06,035 8 6	1,68,756 3 4	622 8 4	90 6 0	441 0 5	394 10 8	1,452 9 0
Dilhi	1870-71	15,241 9 4	35,728 4 10	97,226 12 10	1,48,196 11 0	484 15 2	75 8 0	507 11 11	226 15 6	6,338 12 11
	1869-70	16,902 4 4	40,384 3 5	1,11,353 7 10	1,69,039 15 7	669 14 4	227 1 9	305 6 3	323 6 7	3,222 15 6
	1868-69	17,030 3 8	37,549 10 6	85,976 12 4	1,40,556 10 6	535 7 7	104 9 6	509 13 10	168 6 4	3,668 14 8
	1867-68	16,946 3 10	38,402 7 2	84,894 9 1	1,40,243 4 1	494 13 11	131 4 0	289 12 1	127 15 9	4,229 4 2
Total Panjáb	1870-71	70,160 5 3	1,62,694 10 10	3,34,465 4 6	5,67,320 4 7	2,723 2 10	620 3 10	1,596 1 4	946 5 1	10,440 3 4
	1869-70	73,041 0 10	1,74,165 5 10	3,67,959 0 10	6,15,165 7 6	2,364 13 11	402 4 9	1,600 11 2	1,326 5 11	6,107 9 5
	1868-69	70,812 11 8	1,72,279 2 7	3,37,087 2 0	5,80,179 0 3	3,442 4 4	491 1 6	1,971 13 9	521 14 8	5,583 14 9
	1867-68	69,414 6 4	1,65,728 7 3	3,24,114 3 11	5,59,257 1 6	2,413 15 4	359 9 8	1,809 0 11	528 13 5	5,767 13 8
N. W. P. Agra	1870-71	1,02,356 1 3	55,162 10 0	1,39,125 4 4	2,96,643 15 7	2,011 8 5	.....	420 2 2	278 2 11	4,967 6 6
	1869-70	89,304 5 0	64,308 3 2	1,59,903 0 4	3,13,515 8 6	3,065 5 6	659 0 1	407 14 0	306 0 4	2,852 15 8
	1868-69	82,303 0 11	56,008 14 8	1,36,194 15 3	2,74,506 14 10	3,023 3 2	215 15 9	493 15 9	107 13 0	4,161 4 3
	1867-68	72,064 6 5	58,724 9 10	1,26,031 13 3	2,56,820 13 6	1,217 9 10	159 14 0	.....	78 4 9	3,374 6 7
Jhansi	1870-71	12,330 12 1	34,530 10 11	1,27,342 0 11	1,74,203 7 11	489 0 3	155 12 0	.....	434 12 5	1,247 4 10
	1869-70	13,015 4 8	36,687 14 9	1,43,687 6 9	1,93,390 10 2	129 1 4	56 7 3	.....	321 12 1	1,973 7 9
	1868-69	10,999 1 3	40,767 5 5	1,32,908 0 0	1,84,674 6 8	960 4 7	190 2 0	.....	348 5 5	2,235 1 10
	1867-68	10,294 13 8	38,335 6 2	1,17,112 15 11	1,65,743 3 9	252 2 6	97 5 0	.....	362 13 11	1,276 13 9
Total N. W. Provinces	1870-71	1,14,686 13 4	89,693 4 11	2,66,467 5 3	4,70,847 7 6	2,500 8 8	155 12 0	420 2 2	712 15 4	6,214 11 4
	1869-70	1,02,319 9 8	1,00,996 1 11	3,03,590 7 1	5,06,906 2 8	3,194 6 10	715 7 4	407 14 0	627 12 5	4,826 7 5
	1868-69	93,302 2 2	96,776 4 1	2,69,102 15 3	4,59,181 5 6	3,983 7 9	406 1 9	493 15 9	456 2 5	6,396 6 1
	1867-68	82,359 4 1	97,060 0 0	2,43,144 13 2	4,22,564 1 3	1,469 12 4	257 3 0	.....	441 2 8	4,651 4 4
Central Provinces. Sagar	1870-71	12,081 7 0	26,344 12 8	77,698 4 10	1,16,124 8 6	260 3 1	46 3 6	212 11 8	662 4 10	3,581 3 8
	1869-70	11,506 3 10	26,909 3 3	89,626 0 11	1,28,341 8 0	1,178 8 4	304 14 8	...	1,406 9 11	4,446 2 8
	1868-69	12,173 11 11	26,929 6 3	87,339 12 6	1,26,442 14 8	1,355 4 8	570 9 3	7 1 0	669 5 9	15,153 10 8
	1867-68	12,158 12 0	27,212 14 8	79,127 12 2	1,18,499 6 10	962 2 0	490 3 2	.....	340 5 4	6,763 12 8
Hoshungabad	1870-71	10,241 14 3	18,521 5 6	57,950 9 7	86,713 13 4	569 9 2	216 1 1	.....	954 7 10	1,845 7 8
	1869-70	11,615 8 6	18,967 14 11	72,559 2 8	1,03,142 10 1	1,490 7 11	972 1 7	.....	1,150 13 11	2,160 9 10
	1868-69	9,751 8 8	17,644 14 9	55,116 2 0	82,512 9 5	702 7 6	8 6 0	.....	212 10 6	1,327 1 6
	1867-68	10,593 14 2	16,909 7 3	60,623 6 2	88,126 11 7	1,011 13 0	177 6 7	.....	86 14 1	2,451 11 0
Nagpur	1870-71	7,882 2 11	21,035 10 8	43,834 9 3	72,752 6 10	701 4 8	52 9 8	.....	278 1 0	348 12 5
	1869-70	11,286 6 4	35,191 12 7	91,722 8 7	1,38,200 11 6	2,715 0 8	275 14 0	179 12 11	530 2 11	437 1 8
	1868-69	10,948 3 9	39,366 2 1	96,863 14 0	1,47,178 3 10	2,164 13 0	448 8 0	979 9 6	417 10 5	824 12 10
	1867-68	11,009 13 1	37,994 11 2	83,837 15 9	1,32,842 8 0	2,065 2 2	51 4 0	1,009 1 9	145 14 2	4,702 5 1
Raipur	1870-71	10,213 13 5	15,834 13 9	56,529 8 7	82,578 3 9	1,483 10 10	.....	.....	196 13 1	4,151 9 0
	1869-70	10,166 4 8	13,512 1 10	38,514 1 4	62,192 7 10	529 7 6	19 0 0	.....	82 14 3	10,821 8 6
	1868-69	8,954 2 0	10,521 6 7	29,987 7 8	49,463 0 3	1,544 12 5	326 3 2	.....	121 7 4	6,273 4 1
	1867-68	8,347 15 6	10,683 5 0	25,732 2 0	44,763 6 6	131 13 0	55 3 2	.....	49 12 1	15,088 9 3
Total C. Provinces	1870-71	40,419 5 7	81,736 10 7	2,36,013 0 3	3,58,169 0 5	3,014 11 9	314 14 3	212 11 8	2,091 10 9	9,927 0 9
	1869-70	44,574 7 4	94,581 0 7	2,92,721 13 6	4,31,877 5 5	5,913 8 5	1,571 14 3	179 12 11	3,170 9 0	17,835 6 8
	1868-69	41,827 10 4	94,461 13 8	2,69,307 4 2	4,05,596 12 2	5,767 5 7	1,353 10 5	986 10 6	1,412 2 0	23,578 13 1
	1867-68	42,110 6 9	92,800 6 1	2,49,321 4 1	3,84,232 0 11	4,170 14 2	774 0 11	1,009 1 9	622 13 8	29,006 6 0
Total Line	1870-71	2,25,266 8 2	3,34,124 10 4	8,36,945 10 0	13,96,336 12 6	8,238 7 3	1,090 14 1	2,228 15 2	3,750 15 2	26,581 15 5
	1869-70	2,19,935 1 10	3,69,742 8 4	9,64,271 5 5	15,53,948 15 7	11,472 13 2	2,689 10 4	2,188 6 1	5,124 11 4	28,769 7 6
	1868-69	2,05,942 8 2	3,63,517 4 4	8,75,497 5 5	14,44,957 1 11	13,193 1 8	2,250 13 8	3,452 8 0	2,390 3 1	35,559 1 11
	1867-68	1,93,884 1 2	3,55,588 13 4	8,16,580 5 2	13,66,053 3 8	8,054 9 10	1,390 13 7	2,818 2 8	1,592 13 9	39,425 8 0
N. W. P. Internal Branch.	1870-71	9,668 1 11	63,948 2 1	80,626 10 8	1,53,642 14 8	3,026 14 10	2,502 5 0	.....	262 3 3	.....
	1869-70	26,377 5 11	63,004 6 11	94,216 7 9	1,84,098 4 7	3,152 14 11	1,968 0 1	.....	163 9 9	.....
	1868-69	23,304 15 4	65,655 15 4	71,298 0 4	1,60,258 15 0	1,679 1 10	1,380 5 5	.....	51 12 2	.....
	1867-68	23,081 13 0	58,954 9 11	66,423 9 1	1,48,460 0 0	810 8 4	1,380 4 5	.....	.....	.....
Oudh. Internal Branch.	1870-71	10,765 2 4	21,468 15 6	24,566 5 4	56,800 7 2	2,253 12 10	611 15 10	.....	33 7 10	.....
	1869-70	10,896 13 5	23,891 0 9	23,202 6 10	57,990 5 0	2,197 10 4	606 15 3	.....	14 5 7	.....
	1868-69	9,123 10 8	22,838 1 7	19,478 12 5	51,440 8 8	2,240 15 9	477 11 6	194 5 10	.....	.....
	1867-68	9,409 7 10	21,900 13 3	19,860 13 1	51,171 2 2	1,952 9 2	245 3 0	25 0 0	.....	.....
Total Internal	1870-71	20,433 4 3	85,417 1 7	1,04,593 0 0	2,10,443 5 10	5,280 11 8	3,114 4 10	.....	295 11 1	.....
	1869-70	37,274 3 4	86,895 7 8	1,17,418 14 7	2,42,088 9 7	5,350 9 3	2,574 15 4	.....	177 15 4	.....
	1868-69	32,428 10 0	88,494 0 11	90,776 12 9	2,11,699 7 8	3,920 1 7	1,858 0 11	194 5 10	51 12 2	.....
	1867-68	32,491 4 10	80,855 7 2	86,284 6 2	1,99,631 2 2	1,963 1 6	1,625 7 5	25 0 0	.....	.....
Grand Total	1870-71	2,45,699 12 5	4,19,541 11 11	9,41,538 10 0	16,06,780 2 4	13,519 2 11	4,205 2 11	2,223 15 2	4,046 10 3	26,581 15 5
	1869-70	2,57,709 5 2	4,56,638 0 0	10,81,690 4 0	17,96,037 9 2	16,823 6 5	5,264 9 8	2,188 6 1	5,302 10 8	28,769 7 6
	1868-69	2,38,371 2 2	4,52,011 5 3	9,66,274 2 2	16,56,656 9 7	17,113 3 3	4,108 14 7	3,646 13 10	2,441 15 3	35,559 1 11
	1867-68	2,26,375 6 0	4,36,444 4 6	9,02,864 11 4	15,65,684 5 10	9,917 11 4	3,016 5 0	2,843 2 8	1,592 13 9	39,425 8 0
Berar	1870-71	7,882 2 11	21,035 10 8	43,834 9 4	72,752 6 11	701 4 8	52 9 8	.....	278 1 0	348 12 5
	1869-70	3,929 0 6	21,874 2 4	92,986 11 7	1,18,789 14 5	1,373 13 3	358 15 6	.....	370 8 6	1,606 12 0
	1868-69	4,595 7 4	20,454 14 0	94,544 4 0	1,19,594 9 4	1,011 4 10	.....	71 8 9	238 7 5	681 1 5
	1867-68	919 8 9	7,244 14 0	31,308 2 11	39,472 9 8	1,522 13 9	.....	350 4 9	14 14 5	.....
Sambar	1870-71	15,399 8 2	8,578 6 8	17,356 7 8	41,334 6 6	414 4 10	45 10 2	.....	.....	.....
Nawa-godha	1870-71	868 12 2	4,618 3 7	4,518 11 1	10,005 10 10	249 1 6	17 7 6	.....	.....	.....
Muloona	1870-71	480 15 5	2,451 9 3	5,111 10 0	8,044 2 8	21 7 3	.....	110 0 0	.....	.....
Kuheor	1870-71	562 3 5	2,418 0 6	2,226 9 3	5,206 13 2	51 14 6	.....	.....	.....	.....
Shahpur	1870-71	2,000 0 0	.....	.....	2,000 0 0	157 2 6	.....	.....	.....	.....
Mundi	1870-71	80 5 2	1,688 14 4	412 11 7	2,181 15 1	223 2 9	.....	.....	.....	.....

III.

Department for the year 1870-71, *as compared with three previous years.*

CONTINGENT.												
Half fines imposed on Smugglers.	Postage labels.	Extra Servants, including hot weather Servants.	House-rent.	Fixed Stationery.	Compensation for dearness of food.	Petty construction and repairs to buildings.	Excavation of Salt.	Manufacture of Salt.	Treaty dues.	Miscellaneous.	Total Contingencies.	Grand Total.
41 14 0	37 0 0	105 1 5	316 2 0	919 0 6	.....	11,217 0 0	27,765 3 5	.....	.....	1,272 4 10	43,471 5 9	2,09,000 14 3
68 7 6	.....	126 15 11	600 0 0	.....	.....	3,878 0 0	50,908 8 5	.....	.....	828 1 10	58,024 14 2	2,26,278 4 1
127 15 7	.....	130 14 10	952 4 1	.....	.....	6,824 0 0	52,661 14 6	.....	.....	1,016 13 11	63,234 14 6	2,33,723 8 9
63 1 6	50 4 0	96 5 3	600 0 0	.....	.....	8,703 0 0	43,799 3 5	.....	.....	1,111 12 4	56,036 1 8	2,20,844 0 11
50 14 4	3 15 6	105 0 10	33 6 2	303 0 11	.....	1,709 7 3	.....	.....	.....	383 14 0	3,419 6 11	83,134 6 11
.....	5 3 0	169 6 9	445 5 0	.....	.....	4,378 7 9	.....	.....	.....	316 13 5	5,729 15 8	87,851 9 0
.....	5 4 0	158 1 11	.....	.....	.....	2,598 13 3	.....	.....	.....	485 14 11	4,083 0 1	88,278 5 9
.....	7 9 0	126 15 5	.....	.....	.....	4,478 7 9	.....	.....	.....	565 9 4	6,181 3 0	91,630 13 10
1,741 15 5	55 0 0	118 10 7	459 12 0	349 0 0	.....	3,342 6 6	.....	.....	.....	3,153 11 4	14,785 1 3	1,83,664 2 4
738 2 0	66 0 0	474 5 10	566 1 8	.....	.....	1,272 0 6	.....	.....	.....	2,347 5 6	10,487 8 0	2,06,188 0 8
412 11 6	80 0 0	588 1 11	396 8 0	.....	.....	5,537 2 8	.....	.....	.....	5,038 9 5	16,721 1 0	2,01,659 6 10
.....	70 0 0	216 6 1	715 12 0	.....	.....	6,141 12 6	.....	.....	.....	2,972 10 4	13,117 11 4	1,81,873 14 8
627 8 0	90 0 0	126 2 11	.....	330 4 0	.....	3,006 14 4	.....	.....	.....	1,294 15 2	13,609 11 11	1,61,806 6 11
654 8 0	150 0 0	118 0 11	.....	.....	.....	2,229 7 0	.....	.....	.....	1,963 3 6	9,863 15 10	1,78,953 15 5
230 8 0	125 0 0	182 5 9	41 8 9	.....	.....	5,160 15 9	.....	.....	.....	3,396 12 6	14,124 6 8	1,54,681 1 2
.....	100 0 0	165 14 5	684 15 6	.....	.....	9,328 0 0	.....	.....	.....	3,654 15 7	19,206 15 5	1,59,450 3 6
2,462 3 9	185 15 6	454 15 9	809 4 2	1,901 5 5	.....	19,275 12 1	27,765 3 5	.....	.....	6,104 13 4	75,285 9 10	6,42,605 14 5
1,461 1 6	221 3 0	888 13 5	1,611 6 8	.....	.....	11,757 15 3	50,908 8 5	.....	.....	5,455 8 3	84,106 5 8	6,99,271 13 2
771 3 1	210 4 0	1,059 8 5	1,390 4 10	.....	.....	20,120 15 8	52,661 14 6	.....	.....	9,938 2 9	98,163 6 3	6,78,342 6 6
63 1 6	227 13 0	605 9 2	2,000 11 6	.....	.....	28,651 4 3	43,799 3 5	.....	.....	8,304 15 7	94,541 15 5	6,53,799 0 11
988 10 0	759 8 0	554 12 5	1,200 0 0	528 0 0	.....	2,058 13 8	.....	.....	.....	2,687 6 10	16,454 6 11	3,13,098 6 6
584 8 0	96 0 0	776 6 9	1,625 12 10	.....	.....	4,551 0 0	.....	.....	.....	5,768 12 0	20,693 11 2	3,34,209 3 8
412 4 3	83 5 0	707 0 0	1,625 9 11	.....	.....	9,357 7 0	.....	.....	.....	5,756 8 3	25,944 6 4	3,00,451 5 2
.....	68 10 0	644 0 4	1,740 0 0	.....	.....	8,225 0 0	.....	.....	.....	3,441 3 3	18,949 0 9	2,75,769 14 3
216 0 0	370 0 0	176 6 0	19 5 9	688 8 0	.....	1,450 10 0	.....	.....	.....	1,380 11 8	6,628 6 11	1,80,831 14 10
648 14 0	748 7 0	345 13 8	947 0 2	.....	258 4 8	1,661 6 8	.....	.....	.....	1,707 12 10	8,798 7 5	2,02,189 1 7
815 12 0	1,330 0 0	343 2 0	15 0 0	.....	.....	3,947 8 0	.....	.....	.....	702 13 1	10,958 0 11	1,95,632 7 7
.....	1,205 0 0	320 12 4	.....	.....	.....	3,994 6 4	.....	.....	.....	652 5 9	8,161 11 7	1,73,904 15 4
1,204 10 0	1,129 8 0	731 2 5	1,219 5 9	1,216 8 0	.....	3,509 7 8	.....	.....	.....	4,068 2 6	23,082 13 10	4,93,930 5 4
1,233 6 0	844 7 0	1,122 4 6	2,572 13 0	.....	258 4 8	6,212 6 8	.....	.....	.....	7,476 8 10	29,492 2 7	5,36,398 5 3
1,298 0 3	1,413 5 0	1,050 2 0	1,640 9 11	.....	.....	13,304 15 0	.....	.....	.....	6,459 5 4	36,902 7 3	4,96,083 12 9
.....	1,273 10 0	964 12 8	1,740 0 0	.....	.....	12,219 6 4	.....	.....	.....	4,093 9 0	27,110 12 4	4,49,674 13 7
1,515 4 0	370 0 0	106 10 9	2,206 12 6	534 2 11	.....	559 8 0	.....	.....	.....	8,242 4 7	18,297 5 6	1,34,421 14 0
3,128 14 0	510 0 0	240 12 7	2,614 4 6	.....	108 0 0	298 2 6	.....	.....	.....	1,777 3 1	15,983 6 3	1,44,324 14 3
840 4 0	76 0 0	260 0 0	2,674 1 5	.....	231 0 0	7,386 0 0	.....	.....	.....	3,320 15 9	33,035 4 6	1,59,478 3 2
.....	15 0 0	261 8 0	2,359 4 0	.....	180 0 0	5,191 0 0	.....	.....	.....	1,878 12 2	18,441 15 4	1,36,941 6 2
197 3 4	381 9 0	106 2 3	1,921 14 3	334 4 5	.....	.....	.....	.....	.....	1,150 12 9	7,677 7 9	94,391 5 1
273 3 10	28 0 0	78 0 0	2,449 12 1	.....	.....	.....	.....	.....	.....	2,084 1 8	10,687 2 10	1,13,829 12 11
357 7 1	50 0 0	106 9 0	2,637 0 0	.....	2,463 11 1	140 0 0	.....	.....	.....	1,997 0 10	10,002 5 6	92,514 14 11
.....	81 0 0	67 2 6	2,766 1 7	.....	7,944 0 9	.....	.....	.....	.....	2,679 7 6	17,265 9 0	1,05,392 4 7
43 6 0	930 0 0	73 13 10	3,237 5 9	440 14 11	20 4 0	32 6 6	.....	.....	.....	584 9 11	6,743 8 8	79,495 15 6
60 4 0	1,212 3 6	100 8 7	5,929 12 9	.....	673 14 6	.....	.....	.....	.....	1,642 6 11	13,757 2 5	1,51,957 13 11
96 0 0	431 1 0	68 10 5	6,058 8 5	.....	5,099 15 1	687 13 4	.....	.....	.....	1,298 15 1	18,576 5 1	1,65,754 8 11
.....	432 3 0	119 14 6	6,052 3 4	.....	10,123 5 7	398 0 0	.....	.....	.....	1,738 7 6	26,837 13 1	1,59,680 5 1
440 10 0	825 15 0	94 0 0	2,697 2 3	600 0 0	.....	.....	.....	.....	.....	447 6 3	10,937 2 5	93,575 6 2
714 11 9	400 0 0	75 11 4	2,140 5 6	.....	731 8 0	.....	.....	.....	.....	993 2 1	16,508 7 9	78,700 15 7
525 2 0	4 0 0	167 2 7	2,213 13 0	.....	2,001 8 4	.....	.....	.....	.....	1,569 8 6	14,746 13 5	64,209 13 8
.....	135 0 0	70 8 0	2,185 8 0	.....	2,507 4 1	.....	.....	.....	.....	976 7 2	21,200 0 9	65,963 7 3
2,196 7 4	2,507 8 0	380 10 10	10,063 2 9	1,909 6 3	20 4 0	591 14 6	.....	.....	.....	10,425 1 6	43,655 8 4	4,01,824 8 9
4,177 1 7	2,150 3 6	494 14 6	13,134 2 10	.....	1,518 6 6	298 2 6	.....	.....	.....	6,497 7 9	56,936 3 3	4,88,813 8 8
1,818 13 1	561 1 0	602 6 0	13,583 6 10	.....	9,796 2 6	8,713 13 4	.....	.....	.....	8,186 8 2	76,360 12 6	4,81,957 8 8
.....	663 3 10	519 1 0	13,363 0 11	.....	20,754 10 5	5,589 0 0	.....	.....	.....	7,273 2 4	83,745 6 2	4,67,977 7 1
5,863 5 1	3,822 15 6	1,566 13 0	12,091 12 8	5,027 3 8	20 4 0	23,377 2 3	27,765 3 5	.....	.....	20,598 1 4	1,42,024 0 0	15,38,360 12 6
6,871 9 1	3,215 13 6	2,506 0 4	17,318 6 6	.....	1,771 11 2	18,268 8 5	50,908 8 5	.....	.....	19,429 8 8	1,70,534 11 6	17,24,483 11 1
3,888 0 5	2,184 10 0	2,712 0 5	16,614 5 7	.....	9,796 2 6	42,139 12 0	52,661 14 6	.....	.....	24,584 0 3	2,12,426 10 0	16,56,383 11 11
63 1 6	2,164 10 0	2,089 6 10	17,103 12 5	.....	20,754 10 5	46,459 10 7	43,799 3 5	.....	.....	19,671 10 11	1,05,398 1 11	15,71,451 5 7
3,333 11 6	1,260 0 0	87 11 1	613 15 11	1,100 0 5	.....	.....	.....	.....	.....	2,597 5 7	14,784 8 2	1,68,427 6 10
4,098 13 2	2,076 7 0	114 15 2	915 2 3	.....	.....	.....	.....	.....	.....	2,835 6 2	15,325 4 6	1,99,423 9 1
1,270 15 2	2,943 9 0	.....	930 0 0	.....	.....	.....	.....	.....	.....	9,938 6 0	18,194 1 7	1,78,453 0 7
792 11 6	2,690 8 0	.....	990 0 0	.....	.....	.....	.....	.....	.....	1,836 14 10	8,500 15 1	1,56,960 15 1
1,338 0 0	501 8 0	49 0 0	1,200 10 4	342 10 7	.....	.....	.....	.....	.....	266 11 10	6,597 13 3	63,398 4 5
952 5 3	584 8 0	.....	.....	.....	.....	.....	.....	.....	.....	4,374 3 0	8,729 15 5	66,720 4 5
512 11 5	698 4 0	.....	.....	.....	.....	.....	.....	.....	.....	1,116 9 10	5,240 10 4	56,681 3 0
644 12 7	814 0 0	.....	.....	.....	.....	.....	.....	.....	.....	841 1 6	3,622 9 9	54,793 11 11
4,671 11 6	1,761 8 0	136 11 1	1,814 10 3	1,442 15 7	.....	.....	.....	.....	.....	2,864 1 5	21,382 5 5	2,31,825 11 3
5,051 2 5	2,660 15 0	114 15 2	915 2 3	.....	.....	.....	.....	.....	.....	7,209 9 2	24,055 3 11	2,66,143 13 6
1,783 10 7	3,641 13 0	.....	930 0 0	.....	.....	.....	.....	.....	.....	11,054 15 10	23,434 11 11	2,35,134 3 7
1,437 8 1	3,504 8 0	.....	990 0 0	.....	.....	.....	.....	.....	.....	2,678 0 4	12,123 8 10	2,11,754 11 0
10,535 0 7	5,584 7 6	1,703 8 1	13,906 6 11	6,470 3 3	20 4 0	23,377 2 3	27,765 3 5	.....	.....	23,462 2 9	1,63,406 5 5	17,70,186 7 9
11,922 11 6	5,876 12 6	2,620 15 6	18,233 8 9	.....	1,771 11 2	18,268 8 5	50,908 8 5	.....	.....	26,639 1 10	1,94,589 15 5	19,90,627 8 7
5,671 11 0	5,826 7 0	2,712 0 5	17,544 5 7	.....	9,796 2 6	42,139 12 0	52,661 14 6	.....	.....	35,639 0 1	2,34,861 5 11	18,91,517 15 6
1,500 9 7	5,669 2 0	2,089 6 10	18,093 12 5	.....	20,754 10 5	46,459 10 7	43,799 3 5	.....	.....	22,349 1 3	2,17,521 10 9	17,83,206 0 7
43 6 0	930 0 0	73 13 11	3,237 5 9	440 14 10	20 4 0	32 6 6	.....	.....	.....	584 9 11	6,743 8 8	79,495 15 7
.....	922 4 0	1,121 9 3	2,852 4 4	.....	.....	.....	.....	.....	.....	671 7 7	9,276 10 5	1,28,066 8 10
139 0 0	302 0 0	1,740 12 9	2,877 0 11	.....	.....	235 7 8	.....	.....	.....	7,391 14 10	15,188 10 7	1,34,783 3 11
.....	130 2 0	360 4 1	1,185 13 7	.....	.....	.....	.....	.....	.....	4,196 5 7	7,760 10 2	47,233 3 10
.....	.....	61 9 8	.....	.....	.....	458 0 8	.....	30,735 7 2	2,91,666 10 8	3,229 12 2	3,26,611 7 4	3,67,945 13 10
.....	.....	.....	.....	.....	.....	3 2 6	.....	4,058 2 0	35,000 0 0	344 1 7	39,671 15 1	49,677 9 11
.....	12 0 0	9 10 9	.....	.....	.....	6,539 3 0	.....	.....	.....	246 6 7	6,938 11 7	14,982 14 3
.....	.....	.....	.....	.....	.....	7,065 12 1	.....	.....	.....	332 5 4	7,449 15 11	12,656 13 1
.....	2 11 0	.....	.....	.....	.....	.....	.....	.....	.....	10,167 11 6	10,327 9 0	12,327 9 0
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14 0 0	237 2 9	2,419 1 10

ANNEXURE IV.

General Statement of Gross Collections and Charges of the Inland Customs Line for the year 1870-71, *as compared with three previous years.*

	Divisions.	Years.	Gross Collections.	Charges.	Net Revenue.	Percentage of Charges on Gross Realization.	Remarks.
Panjab.	Shahpur ...	1870-71 ...	36,88,396 14 9	2,09,000 14 3	34,79,396 0 6	5·66	
		1869-70 ...	44,92,538 13 5	2,26,278 4 11	42,66,260 9 4	5·03	
		1868-69 ...	37,82,935 5 6	2,33,723 8 9	35,49,211 12 9	6·15	
		1867-68 ...	35,89,897 9 11	2,20,844 0 11	33,69,053 9 0	6·17	
	Kuhror ...	1870-71 ...	16,537 14 7	83,134 6 11	.....	506·08	
		1869-70 ...	12,367 0 0	87,851 9 0	.....	710·37	
		1868-69 ...	18,915 0 0	88,278 5 9	.....	466·7	
		1867-68 ...	13,558 0 0	91,630 13 10	.....	675·77	
	Hissar ...	1870-71 ...	20,37,632 5 3	1,88,664 2 4	18,48,968 2 11	9·25	
		1869-70 ...	19,99,641 8 7	2,06,188 0 8	17,93,453 7 11	10·31	
		1868-69 ...	18,01,840 5 6	2,01,659 6 10	16,00,180 14 8	11·19	
		1867-68 ...	19,30,142 2 1	1,81,873 14 8	17,48,268 3 5	9·43	
	Dilhi ...	1870-71 ...	33,49,489 8 4	1,61,806 6 11	31,87,683 1 5	4·83	
		1869-70 ...	32,69,998 11 7	1,78,953 15 5	30,91,044 12 2	5·46	
		1868-69 ...	30,55,711 5 6	1,54,681 1 2	29,01,030 4 4	5·06	
		1867-68 ...	32,07,547 8 7	1,59,450 3 6	30,48,097 5 1	4·97	
	Total Panjab ...	1870-71 ...	90,92,056 10 11	6,42,605 14 5	84,49,450 12 6	7·06	
		1869-70 ...	97,74,547 1 7	6,99,271 13 2	90,75,275 4 5	7·15	
		1868-69 ...	86,59,402 0 6	6,78,342 6 6	79,81,059 10 0	7·83	
		1867-68 ...	87,41,145 4 7	6,53,799 0 11	80,87,346 3 8	7·48	
N. W. P.	Agra ...	1870-71 ...	44,87,894 14 4	3,13,098 6 6	41,74,796 7 10	6·93	
		1869-70 ...	49,92,033 3 4	3,34,209 3 8	46,57,823 15 8	6·05	
		1868-69 ...	49,03,480 13 7	3,00,451 5 2	46,03,029 8 5	6·72	
		1867-68 ...	46,90,798 14 2	2,75,769 14 3	44,15,028 15 11	4·87	
	Jhansi ...	1870-71 ...	2,44,887 15 4	1,80,831 14 10	64,056 0 6	73·89	
		1869-70 ...	1,46,996 4 5	2,02,189 1 7	.....	137·54	
		1868-69 ...	3,13,962 13 8	1,95,632 7 7	1,18,330 6 1	62·30	
		1867-68 ...	4,60,627 10 9	1,73,904 15 4	2,86,722 11 5	37·71	
	Total N. W. P. ...	1870-71 ...	47,32,782 13 8	4,93,93) 5 4	42,38,852 8 4	10·44	
		1869-70 ...	51,39,029 7 9	5,36,398 5 3	46,02,631 2 6	10·43	
		1868-69 ...	52,17,443 11 3	4,96,083 12 9	47,21,359 14 6	8·5	
		1867-68 ...	51,51,426 8 11	4,49,674 13 7	47,01,751 11 4	8·73	
Central Provinces.	Sagar ...	1870-71 ...	3,66,642 7 0	1,34,421 14 0	2,32,220 9 0	36·66	
		1869-70 ...	2,99,838 4 11	1,44,324 14 3	1,55,513 6 8	48·13	
		1868-69 ...	5,41,788 4 3	1,59,478 3 2	3,82,310 1 1	29·37	
		1867-68 ...	8,21,033 4 1	1,36,941 6 2	6,84,091 13 11	16·67	
	Hoshungabad ...	1870-71 ...	1,11,544 6 4	94,391 5 1	17,153 1 3	84·62	
		1869-70 ...	93,342 6 10	1,13,829 12 11	.....	121·95	
		1868-69 ...	1,06,151 5 5	92,514 14 11	13,636 6 6	87·15	
		1867-68 ...	1,16,083 5 3	1,05,392 4 7	10,691 0 8	90·79	
	Nagpur	1870-71 ...	7,22,339 6 8	79,495 15 6	6,42,843 7 2	11·	
		1869-70 ...	7,02,834 13 0	1,51,957 13 11	5,50,876 15 1	21·62	
		1868-69 ...	6,99,651 6 9	1,65,754 8 11	5,33,896 13 10	23·69	
		1867-68 ...	5,52,638 12 5	1,59,680 5 1	3,92,958 7 4	28·89	
	Raipur	1870-71 ...	1,14,244 11 4	93,515 6 2	20,729 5 2	81·85	
		1869-70 ...	1,59,137 12 8	78,700 15 7	80,437 0 1	49·45	
		1868-69 ...	2,09,680 1 8	64,209 13 8	1,45,470 4 0	30·62	
		1867-68 ...	2,88,764 5 8	65,963 7 3	2,22,800 14 5	22·84	
	Total Central Provinces ...	1870-71 ...	13,14,770 15 4	4,01,824 8 9	9,12,946 6 7	30·56	
		1869-70 ...	12,55,153 5 5	4,88,813 8 8	7,66,339 12 9	38·94	
		1868-69 ...	15,57,271 2 1	4,81,957 8 8	10,75,313 9 5	30·95	
		1867-68 ...	17,78,519 11 5	4,67,977 7 1	13,10,542 4 4	26·31	
	Total Line and Mines ...	1870-71 ...	1,51,39,610 7 11	15,38,360 12 6	1,36,01,249 11 5	10·16	
		1869-70 ...	1,61,68,729 14 9	17,24,483 10 1	1,44,44,246 3 8	10·66	
		1868-69 ...	1,54,34,116 13 10	16,56,383 11 11	1,37,77,733 1 11	10·59	
		1867-68 ...	1,56,71,091 8 11	15,71,451 5 7	1,40,99,640 3 4	10·66	
Internal.	Internal N. W. P. ...	1870-71 ...	1,02,956 15 3	1,68,427 6 10	.....	163·41	
		1869-70 ...	85,753 11 1	1,99,423 9 1	.....	232·55	
		1868-69 ...	81,294 0 6	1,78,453 0 7	.....	219·51	
		1867-68 ...	87,613 13 11	1,56,960 15 1	.....	179·15	
	Internal Oudh ...	1870-71 ...	13,934 1 9	63,398 4 5	.....	454·98	
		1869-70 ...	12,537 1 9	66,720 4 5	.....	532·18	
		1868-69 ...	11,516 0 8	56,681 3 0	.....	492·19	
		1867-68 ...	12,605 0 5	54,793 11 11	.....	434·73	
	Total Internal ...	1870-71 ...	1,16,891 1 0	2,31,825 11 3	.....	198·14	
		1869-70 ...	98,290 12 10	2,66,143 13 6	.....	270·77	
		1868-69 ...	92,810 1 2	2,35,134 3 7	.....	253·35	
		1867-68 ...	1,00,218 14 4	2,11,754 11 0	.....	211·28	
Local Works.	Mulowna in Oudh ...	1870-71 ...	44,375 14 9	14,982 14 1	29,393 0 8	33·76	
		1869-70 ...	.....	.....	.....	.....	
		1868-69 ...	.....	.....	.....	.....	
		1867-68 ...	.....	.....	.....	.....	
	Karour, N. W. P. ...	1870-71 ...	2,663 8 3	12,656 13 1	.....	475·11	
		1869-70 ...	.....	.....	.....	.....	
		1868-69 ...	.....	.....	.....	.....	
		1867-68 ...	.....	.....	.....	.....	
	Total Local Works ...	1870-71 ...	47,039 7 0	27,639 11 2	19,399 11 10	63·01	
		1869-70 ...	.....	.....	.....	.....	
		1868-69 ...	.....	.....	.....	.....	
		1867-68 ...	.....	.....	.....	.....	
	Grand Total ...	1870-71 ...	1,53,03,540 15 11	17,67,826 2 11	1,35,05,714 13 0	11·09	
		1869-70 ...	1,62,67,020 11 7	19,90,627 8 7	1,42,76,393 3 2	12·23	
		1868-69 ...	1,55,26,926 15 0	18,91,517 15 6	1,36,35,408 15 6	12·18	
		1867-68 ...	1,57,71,310 7 3	17,83,206 0 7	1,39,88,094 6 8	11·37	
	Berar	1870-71 ...	2,70,200 14 11	79,495 15 7	1,90,704 15 4	29·42	
		1869-70 ...	3,18,525 13 3	1,28,066 8 10	1,90,459 4 5	40·20	
		1868-69 ...	3,02,801 0 2	1,34,783 3 11	1,68,017 12 3	44·51	
		1867-68 ...	92,660 13 3	47,233 3 10	45,427 9 5	50·97	

ANNEXURE V.

Statement showing the details of Receipts of the Panjab Mines (exclusive of those of Kohat) from 1849-50 *to* 1870-71, *as also the amount of Expenditure incurred, and percentage of Cost to Income in each year.*

Years.	Mayo Mines.		Muckrach Mine.		Surdee Mine.		Wuccha Mine.		Kalabagh Mine.		Total.		Miscellaneous.	Grand Total.	Expenditure.	Percentage of Expenditure to Gross Receipts.	Remarks.
	Quantity.	Revenue.	Quantity.	Revenue.	Quantity.	Revenue.	Quantity.	Revenue.	Quantity.	Revenue.	Quantity.	Revenue.					
1849-50 ...	2,09,824	4,21,477	98,601	1,97,914	11,384	22,999	21,753	43,784	6,340	12,719	3,47,901	6,98,985 1,07,907	74	8,06,986	35,069	4·34	
1850-51 ...	4,63,443	9,26,886	1,46,528	2,93,056	42,595	85,189	36,388	72,776	79,750	1,59,499	7,68,703	15,36,406	1,354	15,37,760	1,21,352	7·88	
1851-52 ...	3,84,247	7,68,493	1,31,783	2,63,566	19,632	39,264	39,706	79,412	65,280	1,30,560	6,40,648	12,81,296	5,460	12,86,756	1,55,597	12·09	
1852-53 ...	5,92,149	11,84,299	1,23,208	2,46,417	20,579	41,158	29,207	58,414	74,964	1,53,928	8,40,108	16,84,216	1,530	16,85,746	1,32,283	7·84	
1853-54 ...	6,43,753	12,87,507	1,77,212	3,54,423	24,165	48,331	27,224	54,448	1,02,913	2,05,826	9,75,267	19,50,535	1,415	19,51,950	1,48,278	7·59	
1854-55 ...	7,53,010	15,06,020	1,18,693	2,37,387	27,032	54,064	39,623	79,247	1,08,670	2,17,339	10,47,028	20,94,056	1,217	20,95,274	1,67,020	7·98	
1855-56 ...	7,12,990	14,25,981	88,609	1,77,219	16,176	32,353	44,018	88,037	1,04,066	2,08,131	9,65,860	19,31,720	803	19,33,523	1,56,738	8·11	
1856-57 ...	6,83,301	13,66,603	81,771	1,63,543	20,123	44,246	79,484	1,58,968	80,586	1,61,171	9,45,265	18,94,531	3,820	18,98,351	1,70,175	8·96	
1857-58 ...	6,52,643	13,05,286	1,08,344	2,16,688	22,585	45,169	1,13,431	2,26,862	63,688	1,27,376	9,60,691	19,21,382	5,055	19,20,437	1,63,747	8·50	
1858-59 ...	7,06,858	14,13,716	96,727	1,93,453	28,245	56,490	1,32,063	2,64,126	57,208	1,14,417	10,21,101	20,42,202	6,894	20,49,096	2,10,863	10·28	
1859-60 ...	7,68,004	15,41,069	75,197	1,50,443	39,680	79,421	1,30,275	2,60,735	65,364	1,31,168	10,78,521	21,62,837	7,614	21,70,451	1,81,895	8·24	
1860-61 ...	9,53,334	20,26,707	1,13,987	2,42,228	32,060	68,128	1,25,445	2,66,814	61,527	1,30,860	12,86,353	27,34,738	9,168	27,43,906	1,80,977	6·55	
1861-62 ...	7,03,159	18,15,200	94,513	2,23,558	35,646	86,697	86,597	2,16,695	90,704	2,06,337	10,10,619	25,48,487	5,681	25,54,169	1,68,662	6·59	
1862-63 ...	7,34,533	22,03,599	48,832	1,46,496	44,934	1,34,803	1,16,621	3,49,862	60,604	1,81,812	10,05,524	30,16,571	14,997	30,31,568	2,23,051	7·34	
1863-64 ...	9,00,634	27,01,902	42,083	1,26,248	49,138	1,47,413	93,730	2,81,191	41,854	1,25,563	11,27,439	33,82,318	4,372	33,86,690	2,31,494	6·83	
1864-65 ...	8,76,662	26,29,986	5,835	17,506	69,141	2,07,422	1,23,790	3,71,371	49,484	1,48,453	11,24,913	33,74,738	2,983	33,77,721	2,06,774	6·11	
1865-66 ...	8,89,614	26,68,843	This Mine has been closed since 1864-65.		69,327	2,07,981	98,395	2,95,186	54,883	1,64,648	11,12,219	33,36,658	455	33,37,113	2,12,321	6·36	
1866-67 ...	9,64,126	28,92,379			49,790	1,49,369	1,02,804	3,08,412	58,404	1,75,213	11,75,125	35,25,375	449	35,25,824	2,01,592	5·71	
1867-68 ...	9,65,843	28,97,530			63,940	1,91,819	94,594	2,83,783	72,063	2,16,189	11,96,440	35,89,321	576	35,89,897	2,20,836	6·15	
1868-69 ...	9,70,113	29,10,338			83,502	2,50,506	1,38,764	4,16,292	67,815	2,03,445	12,60,194	37,80,581	2,354	37,82,935	2,33,723	6·17	
1869-70 ...	11,67,724	35,03,171			1,42,162	4,26,485	1,33,285	3,99,856	53,982	1,61,946	14,97,153	44,91,458	1,081	44,92,539	2,26,278	5·03	
1870-71 ...	9,33,030	27,99,092			73,562	2,20,686	1,48,347	4,45,040	66,528	1,99,584	12,21,467	36,64,402	23,995	36,88,397	2,09,001	5·66	

ANNEXURE

Statement showing the Strength, Realizations, Extent of Line, &c., of the Depart-

DIVISIONS.	1869-70. No. of Officers.	No. of Men.	Miles of Line.	Quantity of Salt taxed.	Quantity of Sugar taxed.	Gross Realizations.	REMARKS.
Commissioner's Office ...	*a*4	32	...	...	...	...	(*a*) Dr. Warth included.
Shahpur	20	1,349	480½	14,97,153	...	44,92,539	
Kuhror	9	655	215	...	22,785	12,367	
Kohat	...	204	...	4,96,216	...	1,07,023	
Hissar	14	1,472	*b*192½	5,93,291	3,37,470	19,99,642	(*b*) Decrease due to rectification of lines, Sirsa and Hansie.
Dilhi	12	1,244	96½	9,30,249	8,56,746	32,69,999	
TOTAL ...	55	4,924	984½	35,16,909	12,17,001	98,81,570	
Agra	16	1,767	*c*158½	15,18,419	6,73,854	49,92,033	(*c*) Increase due to rectification of line near Kosee.
Jhansi	14	1,623	*d*172¾	29,544	97,535	1,46,996	(*d*) Increase due to clerical error in former year.
TOTAL ...	30	3,390	331¼	15,47,963	7,71,389	51,39,029	
Sagar	11	989	*e*147	86,548	38,388	2,99,838	(*e*) Increase due to rectification of line.
Hoshungabad	7	735	*f*216½	27,599	16,885	93,342	(*f*) Decrease due to rectification of line on abolition of loop-line.
Nagpur	17	*g*1,091	*h*200	5,28,000	17,155	7,02,835	(*g*) Includes those for Berar.
Raipur	9	730	260	1,01,040	249	1,59,138	(*h*) 252½ loop-line has been deducted.
TOTAL ...	44	3,545	823½	7,43,187	72,677	12,55,153	
Internal, N. W. Provinces	13	*i*1,288	...	14,321	...	85,754	(*i*) Supervises an area of 67,014½ square miles.
Ditto, Oudh	5	*j*337	...	2,948	...	12,537	(*j*) Supervises an area of 25,165 square miles.
TOTAL ...	18	1,625	...	17,269	...	98,291	
Berar	...	...	334	2,32,773	...	3,18,526	
Sambar	4	266	22	...	...	1,48,183	
Kurour	1	85	5	...	...	...	
Malowna	1	99	6	...	...	...	
Commissioner's Office ...	4	32	...	...	...	...	
Panjab	55	4,924	984½	35,16,909	12,17,001	98,81,570	
N. W. Provinces	30	3,390	331¼	15,47,963	7,71,389	51,39,029	
Central Provinces... ...	44	3,545	823½	7,43,187	72,677	12,55,153	
Internal Branch	18	1,625	...	17,269	...	98,291	
Berar	...	...	334	2,32,773	...	3,18,526	
TOTAL ...	157	13,966	2,506¼	60,58,101	20,61,067	1,68,40,752	

VI.

ment of Inland Customs at the close of 1869-70 *and* 1870-71 *respectively.*

DIVISIONS.	1870-71. No. of Officers.	No. of Men.	Miles of Line.	Quantity of Salt taxed.	Quantity of Sugar taxed.	Gross Realizations.	Remarks.
Commissioner's Office ...	4	32	...	...	...	...	
Shahpur	20	1,298	480½	12,21,467	...	36,88,397	
Kuhror	9	596	215	...	27,316	16,537	
Kohat	...	176	...	4,07,098	...	85,565	
Hissar	14	1,472	*a*191	5,93,216	4,15,973	20,37,632	(*a*) Decrease by correction of distance.
Dilhi	12	1,248	96½	9,17,263	8,91,249	33,49,490	
TOTAL ...	55	4,790	983	31,39,044	13,34,538	91,77,621	
Agra	16	1,769	158½	13,45,676	6,45,043	44,87,895	
Jhansi	14	1,624	172¾	61,114	87,651	2,44,888	
TOTAL ...	30	3,393	331¼	14,06,790	7,32,694	47,32,783	
Sagar	11	963	147	1,09,589	39,648	3,66,642	
Hoshungabad	7	642	216½	12,606	71,893	1,11,544	
Nagpur	17	1,069	200	6,03,734	471	7,22,339	
Raipur	9	731	260	93,394	377	1,14,245	
TOTAL ...	44	3,405	823½	8,19,323	1,12,389	13,14,770	
Internal, N. W. Provinces	13	1,288	...	16,220	...	1,02,957	
Ditto Oudh ...	5	337	...	2,987	...	13,934	
TOTAL ...	18	1,62	...	19,207	...	1,16,891	
Berar	...	...	331	2,25,830	...	2,70,201	
Sambar	8	598	30	...	...	6,31,583	Including Nawa and Godha Sub-Divisions, taken over 1st October 1870.
Kurour	1	85	5	832	...	2,663	Works closed during the year.
Malowna	1	99	6	13,920	...	44,376	
Commissioner's Office ...	4	32	...	...	...	...	
Panjab	55	4,790	983	31,39,044	13,34,538	91,77,621	
N. W. Provinces ...	30	3,393	331¼	14,06,790	7,32,694	47,32,783	
Central Provinces ...	44	3,405	823½	8,19,323	1,12,389	13,14,770	
Internal Branch ...	18	1,625	...	19,207	...	1,16,891	
Berar	...	...	331	2,25,830	...	2,70,201	
TOTAL ...	161	14,027	2,509¾	56,24,946	21,79,621	1,62,90,888	

ANNEXURE VII.

Detail in maunds of the various descriptions of Salt which actually crossed the Inland Customs Line, was sold at the Government Mines, or paid duty at Refineries.

Divisions.	Years.	I. Rock Salt, Shahpur Salt Mines.	II. Balumba or Bhurtpur.	III. Sambar.	IV. Sooltanpur.	V. Bombay or Kokun.	VI. Salumba.	VII. Didwana.	VIII. Madras or Bunwar.	IX. Puchbudra or Kansia.	X. Saltpetre Salt.	XI. Other Salts.	XII. Total.	Remarks.
PANJAB. Shahpur Mines	1870-71	12,75,510	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,75,510	
	1869-70	14,62,607	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14,62,607	
	1868-69	12,50,239	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,50,239	
	1867-68	11,76,237	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,76,237	
Hissar	1870-71	.....	.....	29,831	.....	.....	.....	2,55,531	.....	867	82	3,281	2,89,592	
	1869-70	.....	.....	38,960	.....	.....	.....	2,13,847	.....	.....	.....	3,001	2,55,808	
	1868-69	.....	.....	25,000	.....	.....	.....	2,06,177	.....	.....	.....	4,259	2,35,436	
	1867-68	.....	.....	17,849	.....	.....	.....	1,92,927	.....	.....	.....	6,462	2,17,238	
Dilhi	1870-71	.....	16	2,46,740	6,88,100	.....	50,759	1,20,660	.....	304	5	8,830	11,15,414	
	1869-70	.....	10	2,75,792	6,21,033	.....	1,11,902	1,21,549	.....	.....	.....	6,903	11,37,189	
	1868-69	.....	28	2,60,130	7,13,225	.....	83,435	86,453	.....	.....	.....	3,999	11,47,270	
	1867-68	.....	34	2,53,413	7,31,512	.....	61,748	1,10,479	.....	.....	.....	3,913	11,61,099	
Total Panjab Line	1870-71	.....	16	2,76,571	6,88,100	.....	50,759	3,76,191	.....	1,171	87	12,111	14,05,006	
	1869-70	.....	10	3,14,752	6,21,033	.....	1,11,902	3,35,396	.....	.....	.....	9,904	13,92,997	
	1868-69	.....	28	2,85,130	7,13,225	.....	83,435	2,92,630	.....	.....	.....	8,258	13,82,706	
	1867-68	.....	34	2,71,262	7,31,512	.....	61,748	3,03,406	.....	.....	.....	10,375	13,78,337	
N. W. P. Agra	1870-71	.....	10,59,897	2,46,096	.....	.....	1,64,372	.....	.....	.....	47	1	14,70,413	
	1869-70	.....	11,36,467	2,38,933	2,020	.....	2,67,831	.....	.....	.....	.....	.....	16,45,271	
	1868-69	.....	11,70,524	1,98,409	.....	.....	1,76,185	.....	.....	.....	.....	3,616	15,48,734	
	1867-68	.....	10,61,735	1,90,174	.....	.....	1,47,260	.....	.....	.....	.....	26	13,99,195	
Jhansi	1870-71	.....	.....	62,791	.....	.....	.....	.....	.....	260	1	76	63,128	
	1869-70	.....	.....	33,896	.....	.....	.....	.....	.....	116	.....	180	34,192	
	1868-69	.....	.....	76,389	.....	.....	.....	.....	.....	7,757	.....	2,027	86,173	
	1867-68	.....	24	1,25,461	.....	.....	.....	.....	.....	235	.....	64	1,25,784	
Total N. W. P. Line	1870-71	.....	10,59,897	3,08,887	.....	.....	1,64,372	.....	.....	260	48	77	15,33,541	
	1869-70	.....	11,36,467	2,72,829	2,020	.....	2,67,851	.....	.....	116	.....	180	16,79,463	
	1868-69	.....	11,70,524	2,74,798	.....	.....	1,76,185	.....	.....	7,757	.....	5,043	16,34,307	
	1867-68	.....	10,61,759	3,15,635	.....	.....	1,47,260	.....	.....	235	.....	90	15,24,979	

CENTRAL PROVINCES.	Sagar	1870-71	.....	.....	25,799	.....	.....	.....	.....	.....	83,604	.....	151	1,09,554
		1869-70	.....	.....	40,339	.....	.....	.....	.....	.....	41,662	.....	.....	82,001
		1868-69	.....	.....	17,366	.....	.....	.....	.....	.....	1,41,686	.....	539	1,59,591
		1867-68	.....	.....	13,249	.....	.....	.....	.....	.....	2,27,170	.....	.....	2,40,419
	Hoshungabad	1870-71	.....	.....	281	.....	83,562	.....	.....	.....	11,431	.....	26,542	1,21,836
		1869-70	.....	.....	6,859	540	46,271	.....	.....	.....	7,794	.....	9,709	71,173
		1868-69	.....	.....	2,132	.....	22,813	.....	.....	.....	18,362	.....	6,179	49,486
		1867-68	.....	.....	20	.....	32,576	.....	.....	.....	20,809	.....	4,299	57,704
	Nagpur	1870-71	.....	.....	.....	.....	4,38,529	.....	.....	15	.....	.....	.....	4,38,544
		1869-70	.....	.....	.....	.....	5,22,565	.....	.....	638	.....	.....	.....	5,23,203
		1868-69	.....	.....	.....	.....	4,09,641	.....	.....	3,375	.....	.....	1,224	4,14,240
		1867-68	.....	.....	.....	.....	3,50,516	.....	.....	.....	.....	.....	2,391	3,52,907
	Raipur	1870-71	.....	.....	.....	.....	.....	.....	.....	93,015	.....	.....	.....	93,015
		1869-70	.....	.....	.....	.....	.....	.....	.....	1,00,658	.....	.....	.....	1,00,658
		1868-69	.....	.....	.....	.....	.....	.....	.....	1,26,257	.....	.....	557	1,26,814
		1867-68	.....	.....	.....	.....	.....	.....	.....	1,99,022	.....	.....	.....	1,99,022
	Total C. P. Line	1870-71	.....	.....	26,080	.....	5,22,111	.....	.....	93,030	95,035	.....	26,693	7,62,949
		1869-70	.....	.....	47,198	540	5,68,836	.....	.....	1,01,296	49,456	.....	9,709	7,77,035
		1868-69	.....	.....	19,498	.....	4,32,454	.....	.....	1,29,632	1,60,048	.....	8,499	7,50,131
		1867-68	.....	.....	13,269	.....	3,83,092	.....	.....	1,99,022	2,47,979	.....	6,690	8,50,052
	Total Line	1870-71	.....	10,59,913	6,11,538	6,88,100	5,22,111	2,15,131	3,76,191	93,030	96,466	135	38,881	37,01,496
		1869-70	.....	11,36,477	6,34,779	6,23,593	5,68,836	3,79,753	3,35,396	1,01,296	49,572	.....	19,793	38,49,495
		1868-69	.....	11,70,552	5,79,426	7,13,225	4,32,454	2,59,620	2,92,630	1,29,632	1,67,805	.....	21,800	37,67,144
		1867-68	.....	10,61,793	6,00,166	7,31,512	3,83,092	2,09,008	3,03,406	1,99,022	2,48,214	.....	17,155	37,53,368
	Kuhror Local Salt Works, N. W. P.	1870-71	.....	.....	.....	.....	.....	.....	.....	.....	.....	16,246	855	17,101
		1869-70	.....	.....	.....	.....	.....	.....	.....	.....	.....	14,321	.....	14,321
		1868-69	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,204	.....	11,204
		1867-68	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,408	.....	11,408
	Malownah Local Salt Works, Oudh.	1870-71	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,887	14,500	17,487
		1869-70	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,948	.....	2,948
		1868-69	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,965	.....	2,965
		1867-68	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,698	.....	2,698
	Total	1870-71	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,233	15,355	34,588
		1869-70	.....	.....	.....	.....	.....	.....	.....	.....	.....	17,269	.....	17,269
		1868-69	.....	.....	.....	.....	.....	.....	.....	.....	.....	14,169	.....	14,169
		1867-68	.....	.....	.....	.....	.....	.....	.....	.....	.....	14,106	.....	14,106
	Grand Total	1870-71	12,75,510	10,59,913	6,11,538	6,88,100	5,22,111	2,15,131	3,76,191	93,030	96,466	19,368	54,236	50,11,594
		1869-70	14,62,607	11,36,477	6,34,779	6,23,593	5,68,836	3,79,753	3,35,396	1,01,296	49,572	17,269	19,793	53,29,371
		1868-69	12,50,239	11,70,552	5,79,426	7,13,225	4,32,454	2,59,620	2,92,630	1,29,632	1,67,805	14,169	21,800	50,31,552
		1867-68	11,76,237	10,61,793	6,00,166	7,31,512	3,83,092	2,09,008	3,03,406	1,99,022	2,48,214	14,106	17,155	49,43,711
	Berar	1870-71	.....	.....	.....	.....	2,27,385	.....	.....	.....	.....	.....	.....	2,27,385
		1869-70	.....	.....	.....	.....	2,31,436	.....	.....	.....	.....	.....	5	2,31,441
		1868-69	.....	.....	.....	.....	2,11,141	.....	.....	.....	.....	.....	.....	2,11,141
		1867-68	.....	.....	.....	.....	61,059	.....	.....	.....	.....	.....	.....	61,059

ANNEXURE VIII.

ANNEXURE

Statement showing the amount realized from Salt and

			SALT REALIZATIONS.										
			Sambar.	Rock.	Kokan.	Sulumba.	Sooltanpuree.	Didwana.	Kansia.	Balumba.	Bunwar.	Buragurá.	Miscellaneous.	Total.
PANJAB.														
April	1870	...	99,003	3,69,178	.....	1,26,628	2,67,909	1,87,040	.....	11	.....	.....	1,386	10,51,155
May	„	...	1,07,669	3,93,962	.....	92,005	2,91,779	1,41,957	.....	.....	.....	.....	1,447	10,28,819
June	„	...	78,673	1,87,592	.....	11,985	1,46,692	56,728	.....	.....	.....	.....	609	4,82,279
July	„	...	24,818	21,612	.....	2,237	31,431	24,252	.....	3	.....	.....	401	1,04,754
August	„	...	12,858	70,866	.....	2,514	21,745	14,145	.....	.....	.....	.....	1,019	1,23,147
September	„	...	25,477	2,97,413	.....	6,645	80,880	73,111	.....	7	.....	.....	3,291	4,86,824
October	„	...	46,903	6,75,343	.....	26,841	2,62,834	84,753	.....	.....	.....	.....	5,688	11,02,362
November	„	...	63,203	4,67,723	.....	32,196	2,54,125	1,26,278	.....	25	.....	.....	6,798	9,50,344
December	„	...	58,186	2,69,993	.....	33,547	2,37,805	1,53,117	.....	3	.....	.....	5,803	7,58,454
January	1871	...	81,302	3,04,731	.....	43,010	1,11,896	1,14,580	.....	.....	.....	.....	6,638	6,62,157
February	„	...	1,08,801	2,65,604	.....	41,047	1,58,859	56,630	.....	3	.....	.....	1,139	6,32,083
March	„	...	1,22,376	3,40,386	.....	58,777	1,93,957	95,375	.....	.....	.....	.....	2,598	8,13,469
	Total	...	8,29,269	36,64,403	.....	4,77,432	20,59,912	1,17,966	.....	52	.....	.....	36,813	81,95,847
N.-W. P.														
April	1870	...	1,13,549	.....	.....	46,439	.....	.....	.....	2,98,188	.....	.....	67	4,58,243
May	„	...	45,074	.....	.....	1,17,556	.....	.....	.....	2,96,786	.....	.....	63	4,59,479
June	„	...	1,00,618	.....	.....	2,282	.....	.....	.....	3,49,338	.....	.....	7	4,52,245
July	„	...	5,947	.....	.....	15,735	.....	.....	.....	1,43,370	.....	.....	35	1,65,087
August	„	...	34,419	.....	.....	.....	.....	.....	3	1,46,154	.....	.....	71	1,80,647
September	„	...	39,203	.....	.....	1,945	.....	.....	.....	3,03,972	.....	.....	3	3,45,123
October	„	...	67,995	.....	.....	10,386	.....	.....	.....	3,83,577	.....	.....	24	4,61,982
November	„	...	88,275	.....	.....	11,578	.....	.....	.....	1,90,102	.....	.....	22	2,89,977
December	„	...	76,432	.....	.....	17,397	.....	.....	.....	2,55,157	.....	.....	21	3,49,007
January	1871	...	81,353	.....	.....	15,702	.....	.....	.....	3,03,293	.....	.....	17	4,00,365
February	„	...	75,604	.....	.....	10,235	.....	.....	.....	2,46,378	.....	.....	46	3,32,263
March	„	...	85,307	.....	.....	7,098	.....	.....	.....	2,33,551	.....	.....	.....	3,25,956
	Total	...	8,13,776	.....	.....	2,56,353	.....	.....	3	31,49,866	.....	.....	376	42,20,374
CENTRAL PROVINCES.														
April	1870	...	24,195	.....	79,800	.....	.....	.....	32,673	.....	3,498	216	1,436	1,41,818
May	„	...	13,365	.....	1,26,476	.....	.....	.....	34,271	.....	10,564	.....	8,356	1,93,032
June	„	...	10,271	.....	64,942	.....	.....	.....	40,627	.....	19,810	.....	9,867	1,45,517
July	„	...	1,353	.....	28,478	.....	.....	.....	8,420	.....	15,303	.....	2,534	56,088
August	„	...	1,515	.....	3,414	.....	.....	.....	5,264	.....	2,280	188	1,720	14,378
September	„	...	4,050	.....	25,230	.....	.....	.....	7,255	.....	1,758	.....	640	38,933
October	„	...	10,267	.....	47,406	.....	.....	.....	14,362	.....	4,184	355	18	76,592
November	„	...	9,150	.....	65,748	.....	.....	.....	15,498	.....	9,320	2,323	624	1,02,663
December	„	...	9,150	.....	56,743	.....	.....	.....	18,189	.....	2,859	770	671	88,382
January	1871	...	15,127	.....	65,654	.....	.....	.....	16,859	.....	151	7,568	4,872	1,10,231
February	„	...	9,330	.....	44,683	.....	.....	.....	20,973	.....	57	5,457	1,563	82,063
March	„	...	17,745	.....	86,286	.....	.....	.....	24,712	.....	4,631	9,782	739	1,43,895
	Total	...	1,25,518	.....	6,94,860	.....	.....	.....	2,39,100	.....	74,415	26,659	33,040	11,93,592
TOTAL.														
April	1870	...	2,36,747	3,69,178	79,800	1,73,067	2,67,909	1,87,040	32,673	2,98,199	3,498	216	2,889	16,51,216
May	„	...	1,66,108	3,93,962	1,26,476	2,09,561	2,91,779	1,41,957	34,271	2,96,786	10,564	.....	9,866	16,81,330
June	„	...	1,89,562	1,87,592	64,942	14,267	1,46,692	56,728	40,627	3,49,338	19,810	.....	10,483	10,80,041
July	„	...	32,118	21,612	28,478	17,972	31,431	24,252	8,420	1,43,373	15,303	.....	2,970	3,25,929
August	„	...	48,792	70,866	3,414	2,514	21,745	14,145	5,264	1,46,154	2,280	188	2,810	3,18,172
September	„	...	68,730	2,97,413	25,230	8,590	80,880	73,111	7,255	3,03,979	1,758	.....	3,934	8,70,880
October	„	...	1,25,165	6,75,343	47,406	37,227	2,62,834	84,763	14,362	3,83,577	4,184	355	5,730	16,40,936
November	„	...	1,60,628	4,67,723	65,748	43,774	2,54,125	1,26,278	15,498	1,90,127	9,320	2,323	7,440	13,42,984
December	„	...	1,43,768	2,69,993	56,743	50,944	2,37,805	1,53,117	18,189	2,55,160	2,859	770	6,495	11,95,843
January	1871	...	1,77,782	3,04,731	65,654	58,712	1,11,896	1,14,580	16,859	3,03,293	151	7,568	11,527	11,72,753
February	„	...	1,93,735	2,65,604	44,683	51,282	1,58,859	56,630	20,973	2,46,381	57	5,457	2,748	10,46,409
March	„	...	2,25,428	3,40,386	86,286	65,875	1,93,957	95,375	24,712	2,33,551	4,631	9,782	3,337	12,83,321
	Total	...	17,68,563	36,64,403	6,94,860	7,33,785	20,59,912	1,17,966	2,39,103	31,49,918	74,415	26,659	70,229	1,36,09,814
BERAR.														
April	1870	...	.....	.....	18,828	.....	.....	.....	.....	.....	.....	.....	.....	18,828
May	„	...	.....	.....	36,496	.....	.....	.....	.....	.....	.....	.....	.....	36,496
June	„	...	.....	.....	20,777	.....	.....	.....	.....	.....	.....	.....	.....	20,777
July	„	...	.....	.....	14,184	.....	.....	.....	.....	.....	.....	.....	.....	14,184
August	„	...	.....	.....	1,576	.....	.....	.....	.....	.....	.....	.....	.....	1,576
September	„	...	.....	.....	12,077	.....	.....	.....	.....	.....	.....	.....	.....	12,077
October	„	...	.....	.....	17,819	.....	.....	.....	.....	.....	.....	.....	.....	17,819
November	„	...	.....	.....	24,886	.....	.....	.....	.....	.....	.....	.....	.....	24,886
December	„	...	.....	.....	18,996	.....	.....	.....	.....	.....	.....	.....	.....	18,996
January	1871	...	.....	.....	13,729	.....	.....	.....	.....	.....	.....	.....	.....	13,729
February	„	...	.....	.....	23,290	.....	.....	.....	.....	.....	.....	.....	.....	23,290
March	„	...	.....	.....	23,172	.....	.....	.....	.....	.....	.....	.....	.....	23,172
	Total	...	.....	.....	2,25,830	.....	.....	.....	.....	.....	.....	.....	.....	2,25,830

VIII.

Sugar in each month of the official year 1870-71.

SUGAR REALIZATIONS.														
REFINED.						UNREFINED.								
Rohilkund.	Doab.	Mirzapur.	Panjab.	Miscellaneous.	Total.	Rohilkund.	Doab.	Mirzapur.	Panjab.	Miscellaneous.	Total.	Total Sugar.	Total Realizations.	Remarks.
21,034·69	18,874·17	.....	389·85	43,046·1	83,344·81	3,095·27	13,763·62	.....	107·34	12,412·95	29,379·18	1,12,723·99	11,63,878·99	
28,602·71	16,679·66	.....	1,136·94	39,199·76	85,619·07	1,130·63	10,323·93	.....	135·	8,981·29	20,570·85	1,06,189·92	11,35,008·92	
15,333·96	19,569·72	.....	404·48	65,991·42	1,01,299·58	570·47	7,505·75	.....	79·83	4,291·88	12,447·93	1,13,747·51	5,96,026·51	
1,260·97	4,271·94	.....	347·45	18,944·72	24,825·08	70·30	402·81	.....	116·72	308·17	898·00	25,723·08	1,30,477·08	
303·28	3,052·56	.....	222·92	4,640·87	8,219·63	.....	183·68	.....	54·98	118·50	357·16	8,576·79	1,31,723·79	
621·18	788·62	.....	418·61	3,105·58	4,933·99	.....	745·91	.....	124·76	546·36	1,417·03	6,351·02	4,93,175·02	
670·04	1,797·81	.....	463·36	3,266·05	6,197·26	.....	1,627·65	.....	240·27	1,417·36	3,285·28	9,482·54	11,11,844·54	
991·77	1,667·93	.....	486·42	4,869·46	8,015·58	.....	2,564·98	.....	1,253·82	1,727·99	5,546·79	13,562·37	9,63,906·37	
2,751·46	4,040·24	.....	738·60	10,513·37	18,043·67	100·50	11,541·65	.....	1,448·54	5,448·45	18,539·14	36,582·81	7,95,036·81	
12,212·85	16,141·56	.....	747·02	31,525·59	60,627·02	415·42	25,484·82	.....	1,237·05	18,946·07	46,084·36	1,06,711·38	7,68,868·38	
14,335·59	20,304·35	.....	1,703·17	35,852·09	72,195·20	2,342·1	34,212·20	.....	1,773·55	27,106·53	65,434·38	1,37,629·58	7,69,712·58	
19,582·77	20,935·58	.....	815·29	50,835·71	92,169·35	1,344·19	46,442·74	.....	719·13	22,124·38	70,630·44	1,62,799·79	9,76,268·79	
1,17,701·27	1,28,124·14	.....	7,874·11	3,11,790·72	5,65,490·24	9,069·88	1,54,799·74	.....	7,290·99	1,03,429·93	2,74,590·54	8,40,080·78	90,35,927·78	
19,565·93	22,838·98	1,269·68	.....	17,786·63	61,461·22	7,139·25	5,944·56	157·50	.....	4,114·11	17,355·42	78,816·64	5,37,059·64	
16,127·03	15,855·19	3,212·35	.....	19,485·03	54,679·60	2,605·96	4,011·78	56·25	.....	2,780·90	9,454·89	64,134·49	5,23,613·49	
10,555·55	10,739·51	3,718·96	.....	9,935·47	34,949·49	3,518·85	3,097·34	60·05	.....	2,781·60	9,457·84	44,407·33	4,96,652·33	
3,247·59	2,605·20	226·99	.....	2,438·06	8,517·84	960·81	1,217·08	5·52	.....	387·51	2,570·92	11,088·76	1,76,175·76	
2,357·48	1,142·46	9·50	.....	3,778·53	7,287·97	480·49	272·94	8·63	.....	762·69	1,524·75	8,812·72	1,89,459·72	
5,675·47	7,296·17	778·	.....	2,746·30	16,495·94	1,228·81	838·43	130·	.....	991·81	3,189·05	19,684·99	3,64,807·99	
4,986·94	5,600·91	535·65	.....	5,752·02	16,875·52	1,463·94	1,189·25	30·	.....	2,802·59	5,485·88	22,361·40	4,84,343·4	
4,044·40	5,285·74	2,644·04	.....	3,310·85	15,285·03	3,618·15	1,429·99	281·96	.....	2,230·97	7,561·07	22,846·10	3,12,823·1	
6,861·40	6,374·26	439·43	.....	7,186·33	20,861·42	2,976·42	4,687·23	146·97	.....	1,977·88	9,788·50	30,649·92	3,79,656·92	
16,571·83	14,454·32	3,091·49	.....	17,573·93	51,691·57	6,357·43	7,964·31	96·84	.....	7,197·68	21,616·26	73,307·83	4,73,672·83	
10,251·82	11,271·96	306·67	.....	6,834·28	28,664·73	8,523·43	9,033·35	900·	.....	10,837·90	29,294·68	57,959·41	3,90,222·41	
13,475·87	13,327·56	507·87	.....	14,525·52	41,836·82	1,105·07	11,935·95	1,335·15	.....	8,614·47	22,990·64	64,827·46	3,90,783·46	
1,13,721·31	1,16,792·26	16,740·63	.....	1,11,352·95	3,58,607·15	39,978·61	51,622·21	3,208·87	.....	45,480·21	1,40,289·9	4,98,897·05	47,19,271·05	
.....	100·	9,925·80	.....	1,018·42	11,044·22	.....	.....	.....	.....	92·22	920·22	11,964·44	1,53,782·44	
.....	.....	15,651·22	.....	447·88	16,099·10	.....	.....	40·	.....	812·82	852·82	16,951·92	2,09,983·92	
.....	.....	9,337·31	.....	1,505·31	10,842·62	.....	.....	.....	.....	220·65	220·65	11,063·27	1,56,580·27	
.....	.....	1,689·84	.....	69·95	1,759·79	.....	.....	.....	.....	6·94	6·94	1,766·73	57,854·73	
.....	.....	927·96	.....	17·31	945·27	.....	.....	.....	.....	11·71	11·71	956·98	15,334·98	
.....	.....	1,850·38	.....	89·19	1,939·57	.....	.....	.....	.....	11·95	11·95	1,951·52	40,884·52	
.....	.....	3,998·37	.....	311·88	4,310·25	.....	.....	25·	.....	100·09	125·09	4,435·34	81,027·34	
.....	.....	5,658·26	.....	450·51	6,108·77	.....	.....	10·	.....	234·90	244·90	6,353·67	1,09,016·67	
.....	200·	7,960·40	.....	1,203·	9,363·40	.....	.....	.....	.....	69·32	69·32	9,432·72	97,814·72	
.....	870·	14,686·95	.....	2,643·	18,199·95	.....	.....	150·	.....	454·71	604·71	18,804·66	1,29,035·66	
.....	.....	5,040·29	.....	1,000·	6,040·29	.....	.....	100·	.....	1,019·21	1,119·21	7,159·50	89,222·5	
.....	100·	8,317·47	.....	2,135·85	10,553·32	.....	.....	100·	.....	1,407·14	1,507·14	12,060·46	1,55,955·46	
.....	1,270	85,044·25	.....	10,892·3	97,206·55	.....	.....	425	.....	5,269·66	5,694·66	1,02,901·21	12,56,493·21	
40,600·62	41,813·15	11,195·48	389·85	61,851·15	1,55,850·25	10,234·52	19,708·18	157·50	107·34	17,447·28	47,654·82	2,03,505·07	18,54,721·07	
44,729·74	32,534·85	18,863·57	1,136·94	59,132·67	1,56,397·77	3,736·59	14,335·71	96·25	135·	12,575·01	30,878·56	1,87,276·33	18,68,606·33	
25,889·51	30,309·23	13,056·27	404·48	77,432·20	1,47,091·69	4,089·32	10,603·09	60·05	79·83	7,294·13	22,126·42	1,69,218·11	12,49,259·11	
4,508·56	6,877·14	1,916·83	347·45	21,452·73	35,102·71	1,031·11	1,619·89	5·52	116·72	702·62	3,475·86	38,578·57	3,64,507·57	
2,660·76	4,195·02	937·46	222·92	8,436·71	16,452·87	480·49	456·62	8·63	54·98	892·90	1,893·62	18,346·49	3,36,518·49	
6,296·65	8,084·79	2,628·38	418·61	5,941·07	23,369·50	1,228·81	1,584·34	130·	124·76	1,550·12	4,618·03	27,987·53	8,98,867·53	
5,656·98	7,398·72	4,534·02	463·36	9,329·95	27,383·03	1,463·94	2,816·90	55·	240·27	4,320·14	8,896·25	36,279·28	16,77,215·28	
5,036·17	6,953·67	8,302·30	486·42	8,630·82	29,409·38	3,618·15	3,994·97	291·96	1,253·82	4,193·86	13,352·76	42,762·14	13,85,746·14	
9,612·86	10,614·50	8,399·83	738·60	18,902·70	48,268·49	3,076·92	16,228·88	146·97	1,448·54	7,495·65	28,396·96	76,665·45	12,72,508·45	
28,784·68	31,465·88	17,778·44	747·02	51,742·52	1,30,518·54	6,773,85	33,449·13	246·84	1,237·05	26,598·46	68,305·33	1,98,823·87	13,71,576·87	
24,587·41	31,576·31	5,346·96	1,703·17	43,686·37	1,06,900·22	10,865·53	43,245·55	1,000·	1,773·55	38,963·64	95,848·27	2,02,748·49	12,49,157·49	
33,058·64	34,363·14	8,825·34	815·29	67,497·08	1,44,559·49	2,449·26	58,378·69	1,435·15	719·13	32,145·99	95,128·22	2,39,687·71	15,23,008·71	
2,31,422·58	2,46,186·40	1,01,784·88	7,874·11	4,34,035·97	10,21,303·94	49,048·49	2,06,421·95	3,633·87	7,290·99	1,54,179·80	4,20,575·10	14,41,879·04	1,50,51,693·04	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,828	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36,496	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20,777	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14,184	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,576	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,077	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17,819	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24,886	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,996	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,729	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23,290	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23,172	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,25,830	

ANNEXURE IX.

Statement showing, for 1870-71, *the cost per pound* in the Districts of the Panjab, North-Western Provinces, Central Provinces, Oudh, and Bengal, of the salt most commonly consumed by the lower classes of the population.*

Districts in which the salt consumed averaged 0½d. or less per pound.				Districts in which the salt consumed averaged above 0½d. but did not exceed 0¾d. per pound.			
District.	Population.	Provinces.	Description of salt consumed.	District.	Population.	Provinces.	Description of salt consumed.
Kangra ...	7,43,882	Panjab ...	Mundee.	Dera Ghazi Khan.	3,08,840	Panjab ...	Kohat.
				Gurgaon ...	6,96,646	Ditto ...	Sambar.
				Sirsa ...	2,10,795	Ditto ...	Ditto.
				Sagar ...	4,98,642	Cen. Prov. ..	Salumba Dagra.
Districts in which the salt consumed averaged above 0¾d. but did not exceed 1d. per pound.				Districts in which the salt consumed averaged above one penny, but did not exceed 1¼d. per pound.			
District.	Population.	Provinces.	Description of salt consumed.	District.	Population.	Provinces.	Description of salt consumed.
Jullundur ...	7,94,764	Panjab ...	Mundee.	Bunnu ...	2,87,547	Panjab ...	Lahori.
Simla ...	33,995	Ditto ...	Ditto.	District Ismael Khan	3,94,864	Ditto ...	Ditto.
Upper Godavery	54,680	Cen. Prov. ..	Gullee Bundur.	Gujerat ...	6,16,347	Ditto ...	Ditto.
				Gujranwalla ...	5,50,576	Ditto ...	Ditto.
				Gurdaspur ...	6,55,362	Ditto ...	Ditto.
				Jhung ...	3,48,027	Ditto ...	Ditto.
				Jhelum ...	5,00,988	Ditto ...	Ditto.
				Lahor ...	7,89,666	Ditto ...	Ditto.
				Muzuffurgurh	2,95,547	Ditto ...	Ditto.
				Multan ...	4,71,563	Ditto ...	Ditto.
				Rawulpindee ...	7,11,256	Ditto ...	Ditto.
				Shahpur ...	3,68,796	Ditto ...	Ditto.
				Sealkot ...	10,05,004	Ditto ...	Ditto.
				Umritsur ...	10,83,514	Ditto ...	Ditto.
				Allygurh ...	9,25,538	N.-W. P.	Salumba.
				Agra ...	10,28,544	Ditto ...	Balumba. Salumba. Sooltanpur.
				Ajmere ...	4,26,268	Ditto ...	Black.
				Bulundshuhur	8,00,431	Ditto ...	Salumba.
				Humeerpur ...	5,20,941	Ditto ...	Chuteea.
				Muzuffernugger.	6,82,212	Ditto ...	Sultanpur.
				Muttra ...	8,00,321	Ditto ...	Balumba.
				Sumbulpur ...	4,52,348	Cen. Prov. ...	Madras.

* Assuming the value of a rupee to be two shillings.

ANNEXURE IX.—Continued.

Statement showing the cost per pound of salt for 1870-71, *&c.*

Districts in which the salt consumed averaged above 1½d., but did not exceed 1¾d. per pound.

District.	Population.	Provinces.	Description of salt consumed.
Dilhi ...	6,08,850	Punjab	Sultanpur. Salumba.
Ferozepur ...	5,49,253	Ditto ...	Lahori.
Huzara ...	3,67,218	Ditto ...	Ditto.
Hushiarpur ...	9,38,890	Ditto ...	Ditto.
Hissar ...	4,84,681	Ditto ..	Lahori and Didwana.
Karnal ...	6,10,927	Ditto ...	Sultanpuree.
Ludiana ...	5,83,245	Ditto ...	Lahori.
Montgomery ...	3,59,437	Ditto ...	Ditto.
Rohtuck ...	5,36,959	Ditto ...	Didwana.
Amballa ...	10,35,488	Ditto ...	Lahori.
Bijnore ...	6,90,975	N.-W. P. ...	Sultanpuree.
Kanpur ...	11,88,862	Ditto	Salumba. Balumba.
Dera Doon ...	1,02,831	Ditto ...	Thibet Salt.
Etah ...	6,14,351	Ditto	Balumba. Salumba.
Etawah ...	6,26,444	Ditto	Salumba. Balumba.
Furruckabad ...	9,15,943	Ditto	Salumba. Chuteea.
Gurhwal ...	2,48,742	Ditto	Salumba. Sultanpur.
Meerut ...	11,99,593	Ditto	Sultanpur. Didwana.
Muradabad ...	10,95,306	Ditto	Salumba. Sultanpur.
Mynpury ...	7,00,220	Ditto	Balumba. Salumba. Sultanpur.
Saharunpur ...	8,66,483	Ditto	Sultanpur. Sulumba.
Shajehanpur ...	10,16,844	Ditto ...	Ditto.
Turai ...	91,802	Ditto ...	Salumba.
Baraitch ...	5,70,778	Oudh ...	Gorari or Balumba.
Fyzabad ...	10,38,195	Ditto	Balumba. Salumba.
Gonda ...	7,50,000	Ditto ...	Salumba.
Lucknow ...	6,30,259	Ditto ...	Balumba.
Oonao ...	5,91,141	Ditto	Chuteea. Balumba.
Nagpur ...	6,34,121	Cen. Prov....	Kokun.
Nimar ...	2,26,969	Ditto ...	Ditto.
Wardah ...	3,43,485	Ditto ...	Ditto.
Bancurah ...	4,48,895	Bangal ...	Liverpool, Rock.
Burdwan ...	18,70,906	Ditto ...	Ditto.
Chittagong ...	8,00,000	Ditto	Kurkutch. Liverpool.
Dacca ...	10,29,328	Ditto ...	Liverpool.
Hooghly ...	10,22,758	Ditto ...	Liverpool and Rock.
Howrah ...	.....	Ditto ...	Pangah and Liverpool.
Jessore ...	10,13,856	Ditto ...	Liverpool.
Luckimpur ...	1,01,387	Ditto ...	Rock.
Maldah ...	2,41,490	Ditto	Kurkutch, Liverpool.
Murshedabad...	11,00,030	Ditto ...	Kurkutch.
Nuddea ...	5,68,712	Ditto ...	Salumba and Liverpool.
Puree ...	5,87,915	Ditto	Kurkutch. Pangah.
Patna ...	8,45,790	Ditto	Liverpool. Pangah.
Shahabad ...	15,83,938	Ditto ...	Pangah and Kurkutch.

Districts in which the salt consumed averaged above 1¾d., but did not exceed 1¾d. per pound.

District.	Population.	Provinces.	Description of salt consumed.
Allahabad ...	13,93,183	N.-W. P. ...	Balumba.
Azimgurh ...	13,85,872	Ditto ...	Ditto.
Budaon ...	8,89,810	Ditto	Salumba. Sultanpur.
Banda ...	7,24,372	Ditto	Balumba. Salumba.
Benares ...	7,93,277	Ditto ...	Balumba.
Futtehpur ...	6,80,786	Ditto	Salumba. Balumba.
Goruckpur ...	34,39,513	Ditto	Suffree. Chuteea.
Jaloun ...	4,05,604	Ditto ...	Lahori.
Jhansi ...	3,57,442	Ditto ...	Sambur.
Mirzapur ...	10,54,413	Ditto ...	Balumba.
Burabunki ...	7,43,235	Oudh ...	Ditto.
Hurdui ...	9,09,984	Ditto ...	Kuteela or Balumba.
Kheri ...	5,27,390	Ditto	Salumba. Balumba.
Pertabgurh ...	7,24,739	Ditto ...	Ditto.
Roy Bareilly...	6,76,249	Ditto ...	Ditto.
Sultanpur ...	4,33,016	Ditto ...	Ditto.
Seetapur ...	7,43,235	Ditto ...	Ditto.
Bhundara ...	7,48,161	Cen. Prov....	Kokun.
Balaghat ...	33,978	Ditto ...	Ditto.
Chindwara ...	3,27,875	Ditto ...	Ditto.
Hoshungabad	4,27,418	Ditto ...	Ditto.
Jubbulpur ...	6,20,201	Ditto	Balumba. Salumba.
Nursingpur ...	3,36,796	Ditto ...	Kokun.
Raipur ...	9,52,754	Ditto ...	Ditto.
Seoni ...	4,55,462	Ditto ...	Ditto.
Bhaugulpur ...	15,33,196	Bengal ...	Liverpool.
Beerbhum ...	6,27,879	Ditto	Kurkutch. Liverpool.
Backergunge	8,58,535	Ditto ...	Liverpool.
Balasore ...	6,51,033	Ditto ...	Pangah.
Cachar ...	2,12,013	Ditto ...	Liverpool.
Cuttack ...	12,71,865	Ditto ...	Kurkutch.
Chumparun ...	7,50,000	Ditto ...	Pangah.
Deoghur ...	.....	Ditto ...	Liverpool.
Dinagepur ...	7,71,841	Ditto ...	Ditto
Furridpur ...	96,915	Ditto ...	Ditto
Godda ...	.....	Ditto ...	Ditto
Gowalparah ...	.....	Ditto ...	Rock and Liverpool.
Hazaribaugh	7,13,656	Ditto ...	Liverpool.
Kamroop ...	81,411	Ditto ...	Sambur and Kurkutch.
Midnapur ...	15,88,195	Ditto ...	Pangah and Liverpool.
Maunbhoom ...	7,76,920	Ditto ...	Ditto.
Mymensingh,..	9,47,247	Ditto ...	Liverpool.
Nya Dumka	28,675	Ditto ...	Rock.
Noacolly ...	.....	Ditto ...	Liverpool.
Purneah ...	7,27,562	Ditto ...	Pangah and Liverpool.
Pubna ...	3,50,526	Ditto ...	Liverpool.
Rajmehal ...	.....	Ditto ...	Rock.
Rajshahye ...	9,16,462	Ditto	Pangah. Liverpool.
Sylhet ...	10,44,650	Ditto ...	Liverpool.
Sarun ...	12,99,163	Ditto ...	Pangah and Liverpool.
Tipperah ...	10,00,000	Ditto ...	Ditto.
24-Pergunnahs	14,29,082	Ditto ...	Liverpool.

ANNEXURE IX.—Continued.

Statement showing the cost per pound of salt for 1870-71, *&c.*

Districts in which the salt consumed averaged above 1¾d., but did not exceed 2d. per pound.

District.	Population.	Provinces.	Description of salt consumed.
Bareilly ...	13,81,334	N.-W. P.	Balumba. Salumba. Sultanpur.
Busti ...	14,55,697	Ditto	Balumba. Salumba.
Ghazipur ...	13,42,234	Ditto ...	Ditto.
Jounpur ...	10,15,427	Ditto ...	Balumba.
Kumaon ...	3,85,790	Ditto ...	Sultanpuree.
Lullutpur ...	2,48,146	Ditto ...	Sambur.
Baitul ...	2,44,854	Cen. Prov....	Kokun.
Chanda ...	5,37,295	Ditto ...	Ditto.
Dumoh ...	2,62,641	Ditto	Kokun. Chuteea.
Bograh ...	4,70,000	Bengal ...	Liverpool.
Durrung ...	1,95,456	Ditto ...	Ditto.
Gya ...	13,67,392	Ditto ...	Ditto.
Lohardugga ...	7,50,294	Ditto ...	Pangah and Liverpool.
Monghyr ...	7,55,385	Ditto ...	Kurkutch, Rock.
Nowgong ...	3,78,675	Ditto ...	Pangah.
Tirhut ...	16,09,640	Ditto ...	Pangah and Liverpool.
Western Dooars	2,00,000	Ditto ...	Ditto.

Districts in which the salt consumed averaged above 2d., but did not exceed 2¼d. per pound.

District.	Population.	Provinces.	Description of salt consumed.
Mundla ...	1,87,699	Cen. Prov....	Sambur.
Rungpur ...	10,04,672	Bengal	Liverpool. Pangah.
Singhbhum ...	2,44,245	Ditto ...	Pangah.

Districts in which the salt consumed averaged above 2¼d., but did not exceed 2½d. per pound.

District.	Population.	Provinces.	Description of salt consumed.
Belaspur ...	6,99,468	Cen. Prov.	Banwar.
Sibsagor ...	2,19,553	Bengal ...	Pangah.

Districts in which the salt consumed averaged above 2½d., but did not exceed 2¾d. per pound.

District.	Population.	Provinces.	Description of salt consumed.
Darjiling ...	84,000	Bengal	Pangah. Rock.

ANNEXURE IX.—Concluded.

Statement showing the cost per pound of salt for 1870-71, *&c.*

Districts in which the salt consumed averaged above 2¾d., but did not exceed 3d. per pound.

District.	Population.	Provinces.	Description of salt consumed.
	Nil.		

Synopsis of Annexure IX.

Rate per Pound.	Districts and their Population consuming at each rate.											
	Number of Districts.	Pangah.	Number of Districts.	N.-W. P.	Number of Districts.	C. Prov.	Number of Districts.	Oudh.	Number of Districts.	Bengal.	Number of Districts.	Total.
Not exceeding ½d. ...	1	7,43,882	...	.....	...	.....	...	.....	...	.....	1	7,43,882
Exceeding ½d. and not exceeding ¾d. ...	3	12,16,281	...	.....	1	4,98,642	...	.....	...	.....	4	17,14,923
Ditto ¾d. and ditto 1d.	2	8,28,759	...	.....	1	54,680	...	.....	...	.....	3	8,83,439
Ditto 1d. and ditto 1¼d.	14	80,79,057	7	51,84,255	1	4,52,348	...	.....	...	.....	22	1,37,15,660
Ditto 1¼d. and ditto 1½d.	10	60,74,948	13	93,58,396	3	12,04,575	5	35,80,373	13	1,12,15,005	44	3,14,33,297
Ditto 1½d. and ditto 1¾d.	...	.....	10	1,11,24,272	8	39,02,645	7	47,57,848	22	1,76,76,826	47	3,74,61,591
Ditto 1¾d. and ditto 2d.	...	.....	6	58,28,628	3	10,44,790	...	.....	8	57,26,842	17	1,26,00,260
Ditto 2d. and ditto 2¼d.	...	.....	...	.....	1	1,87,699	...	.....	2	12,48,917	3	14,36,616
Ditto 2¼d. and ditto 2½d.	...	.....	...	.....	1	6,99,468	...	.....	1	2,19,553	2	9,19,021
Ditto 2½d. and ditto 2¾d.	...	.....	...	.....	...	.....	...	.....	1	84,000	1	84,000
Ditto 2¾d. and ditto 3d.	...	.....	...	.....	...	.....	...	.....	...	.....	...	.....
Total ...	30	1,69,42,927	36	3,14,95,551	19	80,44,847	12	83,38,221	47	3,61,71,143	144	10,09,92,689

ANNEXURE X.

Persons captured, convicted, &c.

Division.		Years.	Total number of smugglers captured by the Department.	Released by Department.							Sent up for trial.	Acquitted.	Convicted.	Pending when Report was submitted.	Percentage of conviction on number of persons sent up for trial less those whose cases were still undecided.
				On payment of single duty, "line cases."	On payment of double duty, "line cases."	For making less than one seer—Internal, N. W. P.	Infirm persons pregnant on women or minors—Internal, N. W. P.	On proof of ignorance or inadvertence.—Internal, N. W. P.	For want of proof.	Total.					
PANJAB.	Shahpur	1870-71	217	3	10	117	.....	.....	2	132	85	16	59	10	78·66
		1869-70	116	.....	.....	.....	.....	.....	62	62	54	7	47	...	87·03
		1868-69	187	.....	.....	.....	.....	.....	100	100	87	40	47	...	54·02
		1867-68	90	.....	.....	.....	.....	.....	63	63	27	7	20	...	74·07
	Kuheor	1870-71	26	4	2	.....	.....	.....	.....	6	20	4	15	1	78·95
		1869-70	33	.....	4	.....	.....	.....	18	22	11	1	10	...	90·90
		1868-69	52	.....	8	.....	.....	.....	24	32	20	2	18	...	90·
		1867-68	14	.....	5	.....	.....	.....	.....	5	9	4	5	...	55·55
	Hissar	1870-71	260	.....	126	.....	.....	.....	4	130	130	12	118	...	90·76
		1869-70	306	.....	186	.....	.....	.....	.....	186	120	4	116	...	96·66
		1868-69	229	2	146	.....	.....	.....	5	153	76	6	70	...	92·10
		1867-68	183	1	162	.....	.....	.....	1	164	19	3	16	...	84·21
	Dilhi	1870-71	400	5	46	.....	.....	.....	196	247	153	5	148	...	96·73
		1869-70	213	1	39	.....	.....	.....	18	58	155	6	149	...	96·12
		1868-69	135	1	28	.....	.....	.....	1	30	105	5	100	...	95·23
		1867-68	86	.....	18	.....	.....	.....	.....	18	68	8	60	...	88·23
	Total	1870-71	903	12	184	117	.....	.....	202	515	388	37	340	11	90·18
		1869-70	668	1	229	.....	.....	.....	78	328	340	18	322	...	94·70
		1868-69	603	3	182	.....	.....	.....	130	315	288	53	235	...	81·59
		1867-68	373	1	185	.....	.....	.....	64	250	123	22	101	...	82·11
N. W. PROV.	Agra	1870-71	311	2	118	.....	.....	.....	20	140	171	7	163	1	95·88
		1869-70	571	.....	377	.....	.....	.....	11	388	183	5	178	...	97·26
		1868-69	535	.....	351	.....	.....	.....	17	368	167	14	153	...	91·61
		1867-68	313	.....	164	.....	.....	.....	3	167	146	12	134	...	91·78
	Jhansi	1870-71	652	331	163	.....	.....	.....	10	504	148	3	145	...	97·97
		1869-70	944	.....	262	.....	.....	.....	513	775	169	7	162	...	95·85
		1868-69	976	3	209	.....	.....	.....	501	713	263	11	252	...	95·81
		1867-68	611	6	180	.....	.....	.....	298	484	127	16	111	...	87·4
	Total	1870-71	963	333	281	.....	.....	.....	30	644	319	10	308	1	96·85
		1869-70	1,515	.....	639	.....	.....	.....	524	1,163	352	12	340	...	96·59
		1868-69	1,511	3	560	.....	.....	.....	518	1,081	430	25	405	...	94·18
		1867-68	924	6	344	.....	.....	.....	301	651	273	28	245	...	89·74
CENTRAL PROVINCES.	Sagar	1870-71	708	3	401	.....	.....	.....	8 1 died.	413	295	4	291	.....	98·64
		1869-70	506	.....	175	.....	.....	.....	17	192	314	3	311	.....	99·04
		1868-69	701	1	207	.....	.....	.....	8	216	485	7	478	.....	98·55
		1867-68	605	4	277	.....	.....	.....	21	302	303	5	298	.....	98·34
	Hoshungabad	1870-71	160	3	84	.....	.....	.....	15	102	58	4	54	.....	93·22
		1869-70	213	.....	102	.....	.....	.....	35	137	76	...	76	.....	100·
		1868-69	210	3	101	.....	.....	.....	20	124	86	1	85	.....	98·83
		1867-68	267	13	135	.....	.....	.....	12	160	107	3	104	.....	97·19
	Nagpur	1870-71	43	7	19	.....	.....	.....	15	41	2	...	2	.....	100·
		1869-70	120	5	83	.....	.....	.....	1	89	31	1	30	.....	96·77
		1868-69	127	15	60	.....	.....	.....	14	89	38	...	38	.....	100·
		1867-68	268	3	127	.....	.....	.....	35	165	103	10	93	.....	90·29
	Raipur	1870-71	661	125	108	.....	.....	.....	5	238	423	12	411	.....	97·16
		1869-70	708	.....	318	.....	.....	.....	50	368	340	3	337	.....	99·12
		1868-69	824	92	416	.....	.....	.....	25	533	291	16	275	.....	94·5
		1867-68	739	32	387	.....	.....	.....	34	453	286	13	273	.....	95·45
	Total	1870-71	1,572	138	612	.....	.....	.....	44	794	778	20	758	.....	97·43
		1869-70	1,547	5	678	.....	.....	.....	103	786	761	7	754	.....	99·08
		1868-69	1,862	111	784	.....	.....	.....	67	962	900	24	876	.....	97·33
		1867-68	1,879	52	926	.....	.....	.....	102	1,080	799	31	768	.....	96·12
	Total Mines and Line	1870-71	3,438	483	1,077	117	.....	.....	276	1,953	1,485	67	1,406	12	98·81
		1869-70	3,730	6	1,546	.....	.....	.....	725	2,277	1,453	37	1,416	.....	97·45
		1868-69	3,976	117	1,526	.....	.....	.....	715	2,358	1,618	102	1,516	.....	93·69
		1867-68	3,176	59	1,455	.....	.....	.....	467	1,981	1,195	81	1,114	.....	93·22
INTERNAL.	N. W. P.	1870-71	1,407*	.....	.....	437	53	.....	142	632	767	58	641	68	91·70
		1869-70	1,167	.....	.....	416	37	.....	124	577	590	72	518	.....	87·79
		1868-69	1,376	.....	.....	311	9	.....	206	526	850	210	640	.....	75·29
		1867-68	1,551	.....	.....	99	4	.....	241	344	1,207	407	800	.....	66·28
	Oudh	1870-71	285	.....	.....	126	.....	.....	11	137	148	4	144	.....	97·
		1869-70	2,075	.....	.....	1,608	3	.....	85	1,696	379	33	346	.....	91·29
		1868-69	1,265	.....	.....	467	7	.....	181	655	610	102	508	.....	83·27
		1867-68	1,035	.....	.....	260	.....	.....	185	445	590	76	514	.....	87·12
	Total	1870-71	1,692	.....	.....	563	53	.....	153	769	915	62	785	68	92·68
		1869-70	3,242	.....	.....	2,024	40	.....	209	2,273	969	105	864	.....	89·16
		1868-69	2,641	.....	.....	768	16	.....	397	1,181	1,460	312	1,148	.....	78·63
		1867-68	2,586	.....	.....	359	4	.....	426	789	1,797	483	1,314	.....	73·12
	Grand Total	1870-71	5,130	483	1,077	680	53	.....	429	2,722	2,400	129	2,191	80	94·44
		1869-70	6,972	6	1,546	2,024	40	.....	934	4,550	2,422	142	2,280	.....	94·13
		1868-69	6,617	117	1,526	768	16	.....	1,112	3,539	3,078	414	2,664	.....	86·55
		1867-68	5,762	59	1,455	359	4	.....	893	2,770	2,992	564	2,428	.....	81·14
	Berar	1870-71	154	3	123	.....	.....	.....	7	133	21	5	16	.....	76·19
		1869-70	137	1	97	.....	.....	.....	8	106	31	13	18	.....	58·06
		1868-69	298	6	195	.....	.....	.....	28	229	69	25	44	.....	63·77
		1867-68	9	9	.....	.....	.....	.....	.....	9	.....	...	.....	.....	.....

* Eight smugglers pending departmental investigation.

ANNEXURE XI.

Comparative detail of persons imprisoned and fined for breach of Customs Laws during the year 1870-71.

Division.	Year.	Imprisoned in default of payment of Fines.								Paid Fines.																			
		No. imprisoned for 6 months.	Ditto for and above 3 months.	Ditto ditto 2 do.	Ditto ditto 1 month	Ditto ditto 15 days.	Ditto ditto 10 do.	Ditto below 10 do.	Total No. who underwent imprisonment.	No. who paid fines of Rs. 250 and upwards.	Aggregate paid.	Above Rs. 100.	Aggregate paid.	Above Rs. 50 and up to Rs. 100.	Aggregate paid.	Above Rs. 30 and up to Rs. 50.	Aggregate paid.	Above Rs. 20 and up to Rs. 30.	Aggregate paid.	Above Rs. 10 and up to Rs. 20.	Aggregate paid.	Above Rs. 5 and up to Rs. 10.	Aggregate paid.	Above Rs. 5.	Aggregate paid.	Total who paid fines.	Aggregate paid.	Average fines.
Shahpur	1870-71	...	...	2	2	...	...	...	4	...	...	...	...	1	75	1	40	3	90	16	285	9	87	25	64	55	641	11·66
	1869-70	...	2	1	3	...	...	...	6	...	...	...	...	...	...	...	...	...	...	12	138	7	41	19	39	38	218	5·74
	1868-69	2	...	...	...	...	...	...	2	...	...	...	...	...	...	2	60	13	175	10	70	11	58	3	3	39	366	9·38
	1867-68	...	...	...	...	1	...	...	1	...	...	...	...	1	60	1	40	5	110	11	130	5	31	...	...	23	371	16·13
Kuhrob	1870-71	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2	74	2	50	2	29	4	40	4	20	14	213	15·21
	1869-70	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	50	1	30	5	80	2	16	1	5	10	181	18·10
	1868-69	...	...	...	...	...	...	...	...	...	...	...	...	1	50	...	...	2	50	5	50	1	5	9	28	18	183	10·16
	1867-68	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	25	3	35	...	...	1	4	5	64	12·80
Hissar	1870-71	14	10	2	19	14	12	7	78	...	...	...	...	1	100	2	100	1	25	8	125	8	67	20	66	40	483	12·07
	1869-70	11	3	17	14	20	7	16	88	...	...	3	300	...	...	...	...	2	55	2	30	10	93	9	26	26	504	19·38
	1868-69	3	2	11	4	13	...	2	35	...	...	...	...	...	...	2	70	11	250	4	50	8	54	10	37	35	461	13·17
	1867-68	1	1	3	1	4	...	...	10	...	...	...	...	3	200	2	60	...	...	...	...	1	10	...	...	6	270	45·

ANNEXURE XI.—Continued.

Comparative detail of persons imprisoned and fined for breach of Customs Laws during the year 1870-71.

Division.	Year.	Imprisoned in default of payment of Fines.								Paid Fines.																
		No. imprisoned for 6 months.	Ditto for and above 3 months.	Ditto ditto 2 do.	Ditto ditto 1 month.	Ditto ditto 15 days.	Ditto ditto 10 do.	Ditto below 10 do.	Total No. who underwent imprisonment.	No. who paid fines of Rs. 250 and upwards.	Aggregate paid.	Above Rs. 100.	Aggregate paid.	Above Rs. 50 and up to Rs. 100.	Aggregate paid.	Above Rs. 30 and up to Rs. 50.	Aggregate paid.	Above Rs. 20 and up to Rs. 30.	Aggregate paid.	Above Rs. 10 and up to Rs. 20.	Aggregate paid.	Above Rs. 5 and up to Rs. 10.	Aggregate paid.	Above Rs. 5.	Aggregate paid.	Total who paid fines.	Aggregate paid.	Average fines.
Dilhi	1870-71	2	2	4	26	28	...	...	62	...	...	...	...	...	...	2	100	3	80	29	507	27	245	25	114	86	1,046	12·16
	1869-70	...	17	3	46	8	7	...	81	...	...	...	...	...	...	7	270	2	50	19	347	19	180	21	73	68	920	13·53
	1868-69	5	8	6	29	6	2	...	56	...	...	2	300	2	100	...	...	2	50	21	249	10	53	7	21	44	773	17·57
	1867-68	1	3	1	8	...	...	...	13	...	...	...	...	...	...	...	...	4	95	9	90	...	...	34	139	47	324	6·89
Total	1870-71	16	12	8	47	42	13	7	145	...	...	...	...	2	175	7	314	9	245	55	946	48	439	74	264	195	2,383	12·22
	1869-70	11	22	21	63	28	14	16	175	...	...	3	300	...	...	8	320	5	135	38	595	38	330	50	143	142	1,823	12·83
	1868-69	10	10	17	33	19	2	2	93	...	...	2	300	3	150	4	130	28	525	40	419	30	170	29	89	136	1,783	13·11
	1867-68	2	4	4	9	5	...	...	24	...	...	...	...	4	260	3	100	9	205	20	220	6	41	34	139	76	965	12·69
Agra	1870-71	1	...	1	13	49	3	3	70	...	...	...	...	...	...	...	...	14	414	3	47	15	133	58	232	90	826	9·17
	1869-70	3	1	2	51	27	3	17	104	...	...	1	200	1	80	4	200	11	245	7	108	13	98	37	146	74	1,077	14·55
	1868-69	...	1	9	31	14	8	4	67	...	...	...	...	3	300	1	50	5	125	16	257	35	320	26	98	86	1,150	13·37
	1867-68	3	3	13	10	13	4	2	48	...	...	...	...	...	...	1	40	4	110	21	360	41	381	19	79	86	970	11·28

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ANNEXURE XI.—Continued.

Comparative detail of persons imprisoned and fined for breach of Customs Laws during the year 1870-71.

Division.	Year.	Imprisoned in default of payment of Fines.								Paid Fines.																					
		No. imprisoned for 6 months.	Ditto for and above 3 months.	Ditto ditto 2 do.	Ditto ditto 1 month.	Ditto ditto 15 days.	Ditto ditto 10 do.	Ditto below 10 do.	Total No. who underwent imprisonment.	No. who paid fines of Rs. 250 and upwards.	Aggregate paid.	Above Rs. 100.	Aggregate paid.	Above Rs. 50 and up to Rs. 100.	Aggregate paid.	Above Rs. 30 and up to Rs. 50.	Aggregate paid.	Above Rs. 20 and up to Rs. 30.	Aggregate paid.	Above Rs. 10 and up to Rs. 20.	Aggregate paid.	Above Rs. 5 and up to Rs. 10.	Aggregate paid.	Above Rs. 5.	Aggregate paid.	Total who paid fines.	Aggregate paid.	Average fines.
Raipur	1870-71	...	...	...	...	4	12	17	33	...	...	...	...	...	...	...	...	1	30	4	60	17	145	356	746	378	981	2·59
	1869-70	...	...	...	1	1	5	24	31	...	...	1	150	...	...	3	150	3	85	9	165	39	336	245	583	300	1,469	4·89
	1868-69	...	...	...	...	...	1	3	5	9	...	...	...	...	3	150	...	...	7	175	63	325	51	478	142	436	266	1,564	5·88
	1867-68	...	...	...	...	...	...	...	...	...	...	...	1	100	...	...	11	550	2	50	6	86	138	771	115	305	273	1,862	6·82
Total	1870-71	6	28	56	87	14	12	17	220	...	...	...	...	...	...	2	100	6	155	30	477	85	779	413	973	536	2,434	4·63
	1869-70	4	6	36	51	112	10	26	245	...	...	3	350	...	...	6	290	13	335	38	659	100	916	343	906	503	3,456	6·87
	1868-69	1	...	15	46	124	30	17	233	1	300	2	450	5	325	26	1,100	36	939	145	1,589	142	1,307	286	1,007	643	7,017	10·91
	1867-68	...	2	15	13	52	16	3	101	1	300	3	300	...	...	26	1,235	50	1,328	92	1,514	284	2,157	211	715	667	7,549	11·31
Total Line and Mines ...	1870-71	28	40	74	151	145	42	32	512	...	...	...	...	4	375	9	414	32	889	95	1,585	179	1,643	567	1,561	886	6,467	7·30
	1869-70	20	30	66	184	233	42	62	637	...	...	7	850	1	80	18	810	29	715	88	1,453	163	1,461	461	1,327	767	6,696	8·73
	1868-69	15	15	55	158	253	50	29	575	1	300	4	750	13	875	31	1,280	69	1,589	213	2,407	245	2,052	359	1,232	935	10,485	11·21
	1867-68	12	46	59	64	74	21	5	281	1	300	3	300	4	260	30	1,375	63	1,643	134	2,104	333	2,589	264	933	832	9,504	11·42

INTERNAL. N.-W. P.	1870-71	...	...	...	12	33	70	99	10	1	2	227	...	...	...	...	16	1,122	17	584	43	997	100	1,184	97	572	82	273	355	4,732	13·33
	1869-70	...	...	...	...	27	71	81	11	1	5	196	...	...	3	400	2	100	4	125	30	660	112	1,293	101	514	70	178	322	3,270	10·15
	1868-69	...	...	...	1	32	74	99	24	...	6	236	...	...	1	108	10	505	4	140	24	515	120	1,266	118	654	127	362	404	3,550	8·78
	1867-68	...	...	...	9	30	39	131	69	4	30	312	...	...	3	300	8	486	15	468	28	606	106	1,216	67	361	261	679	488	4,116	8·43
Oudh	1870-71	...	...	...	2	9	8	19	7	1	...	46	...	...	...	...	6	350	2	60	16	321	14	170	26	152	15	43	79	1,096	13·87
	1869-70	...	...	...	2	14	17	63	75	31	8	210	...	...	2	350	...	...	...	...	7	160	32	411	58	347	32	101	131	1,369	10·45
	1868-69	...	...	...	7	38	30	51	27	4	5	162	...	...	3	550	7	360	10	335	37	821	99	1,138	110	655	80	226	346	4,085	11·80
	1867-68	...	...	...	3	23	49	46	20	5	13	159	...	...	1	150	5	250	8	276	29	646	102	1,251	126	733	84	221	355	3,527	9·93
TOTAL	1870-71	...	...	...	14	42	78	118	17	2	2	273	...	...	...	...	22	1,472	19	644	59	1,318	114	1,354	123	724	97	316	434	5,828	13·42
	1869-70	...	...	...	2	41	88	144	86	32	13	406	...	...	5	750	2	100	4	125	37	820	144	1,704	159	861	102	279	453	4,639	10·24
	1868-69	...	...	...	8	70	104	150	51	4	11	398	...	...	4	658	17	865	14	475	61	1,336	219	2,404	228	1,209	207	588	750	7,535	10·04
	1867-68	...	...	...	12	53	88	177	89	9	43	471	...	...	4	450	13	736	23	744	57	1,252	208	2,467	193	1,094	345	900	843	7,643	9·06
GRAND TOTAL	1870-71	...	...	...	42	82	152	269	162	44	34	785	...	...	...	...	26	1,847	28	1,058	91	2,207	209	2,939	302	2,367	664	1,877	1,320	12,295	9·31
	1869-70	...	...	...	22	71	154	328	319	74	75	1,043	...	...	12	1,600	3	190	22	935	66	1,535	232	3,157	322	2,322	563	1,606	1,220	11,335	9·28
	1868-69	...	...	..	23	85	159	308	304	54	40	973	1	300	8	1,408	30	1,740	45	1,755	130	2,925	432	4,811	473	3,261	566	1,820	1,685	18,020	10·69
	1867-68	...	...	...	24	83	147	241	163	30	48	736	1	300	7	750	17	996	53	2,119	120	2,895	342	2,571	526	3,683	609	1,833	1,675	15,147	9·04
BERAR	1870-71	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	35	1	30	2	40	...	...	10	50	14	155	11·07
	1869-70	...	...	...	...	...	...	...	1	2	...	3	...	...	1	150	...	...	2	60	2	40	2	30	3	15	4	12	14	307	21·93
	1868-69	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	3	140	1	25	7	125	7	86	17	64	35	440	12·57
	1867-68	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....

ANNEXURE XII.

Statement showing the total quantity of goods confiscated on which double duty was levied in 1870-71 *and three preceding years.*

Division.	Years.	CONFISCATED.						Total value of confiscations.	DOUBLE DUTY.						Total of extra duty so levied.
		Salt.			Sugar.				Salt.			Sugar.			
		Cases.	Quantity.	Value.	Cases.	Quantity.	Value.		Cases.	Quantity.	Amount of extra duty so levied.	Cases.	Quantity.	Amount of extra duty so levied.	
Shahpur	1870-71... ...	166*	184·94*	159·98	...	...	...	159·98	13	1·2	3·4	...	...	...	3·4
	1869-70... ...	134	45·06	3·49	...	...	...	3·49	19	1·23	3·71	...	...	...	3·71
	1868-69... ...	155	33·66	23·70	...	...	...	23·70	12	1·87	5·63	...	...	...	5·63
	1867-68... ...	127	100·27	24·20	...	...	...	24·20	6	4·99	14·94	...	...	...	14·94
Kuhror	1870-71... ...	12	·52	...	9	10·46	131·51	131·51	...	...	...	12	9·90	8·67	8·67
	1869-70... ...	21	·57	...	4	16·15	114·26	114·26	...	...	...	4	1·29	1·22	1·22
	1868-69... ...	39	2·26	...	7	7·23	117·96	117·96	...	...	...	9	12·98	18·74	18·74
	1867-68... ...	9	·82	...	7	6·32	86·95	86·95	...	...	...	9	6·92	7·76	7·76
Hissar	1870-71... ...	220	816·60	3,783·23	7	4·66	24·16	3,807·40	52	27·48	164·93	59	244·25	228·02	392·95
	1869-70... ...	312	864	3,754	6	4	48	3,802	69	7	41	86	446	347	388
	1868-69... ...	161	459	1,869	4	12	47	1,916	47	10	39	127	633	391	430
	1867-68... ...	93	552	2,046	4	2	16	2,062	21	31	35	194	722	894	929
Dilhi	1870-71... ...	160	188·70	896·18	21	301·5	3,552·88	4,449·06	118	1,143·11	3,429·31	203	1,648·70	920·87	4,350·18
	1869-70... ...	208	152	714	72	44	235	949	111	822	2,466	247	1,029	501	2,967
	1868-69... ...	181	202	1,038	65	17	105	1,143	102	867	2,599	218	328	246	2,845
	1867-68... ...	105	264	1,318	74	64	314	1,632	96	533	1,598	522	1,191	625	2,223

Total ...	1870-71...	...	558	1,190·76	4,839·39	37	316·17	3,708·55	8,547·95	183	1,171·41	3,597·64	274	1,902·85	1,157·56	4,755·2
	1869-70...	...	675	1,061·58	4,471·49	87	58·46	414·51	4,886·	199	830·23	2,510·71	337	1,476·29	849·22	3,359·93
	1868-69...	...	536	696·92	2,930·70	76	36·23	269·96	3,200·66	161	878·87	2,643·63	354	973·98	655·74	3,299·37
	1867-68...	...	334	917·09	3,388·20	85	72·32	416·95	3,805·15	123	568·99	1,647·94	725	1,919·92	1,526·76	3,174·70
Agra	1870-71...	...	215	297·43	1,443·81	13	32·50	303·33	1,747·15	129	1,176·31	7,057·93	306	614·26	637·92	7,695·85
	1869-70...	...	428	424·42	1,982·60	6	25·92	303·60	2,286·21	142	558·51	3,211·21	299	480·02	488·77	3,699·98
	1868-69...	...	262	465·45	2,978·51	20	43·95	314·13	3,292·64	153	430·17	2,571·56	288	699·90	698·43	3,269·99
	1867-68...	...	164	272·89	1,255·32	33	102·07	529·95	1,785·28	106	554·03	3,324·28	203	364·46	333·40	3,657·68
Jhansi	1870-71...	...	246	88·51	600·26	5	120·12	561·67	1,161·93	85	6·53	39·83	112	194·27	207·58	247·41
	1869-70...	...	645	218·30	1,607·21	...	...	...	1,607·21	206	10·59	64·75	89	154·54	165·69	230·44
	1868-69...	...	415	312·99	2,053·95	4	36·56	128·07	2,182·02	49	3·62	14·29	113	177·87	164·63	178·92
	1867-68...	...	248	229·01	1,373·59	3	7·19	42·37	1,415·96	86	4·38	13·16	56	78·85	77·24	90·40
Total ...	1870-71...	...	461	385·94	2,044·07	18	152·62	865·01	2,909·08	214	1,182·84	7,097·76	418	808·53	845·50	7,943·26
	1869-70...	...	1,073	642·72	3,589·81	6	25·92	303·61	3,893·42	348	569·10	3,275·96	388	634·56	654·46	3,930·42
	1868-69...	...	677	778·44	5,032·46	24	80·51	442·20	5,474·66	202	433·79	2,585·85	401	877·77	863·06	3,448·91
	1867-68...	...	412	501·90	2,628·92	36	109·26	572·32	3,201·24	192	558·41	3,337·44	259	443·31	410·64	3,748·08
Sagar	1870-71...	...	319	483·52	3,864·7	6	9·8	105·93	3,970·63	110	6·2	20·75	71	51·98	29·5	50·25
	1869-70...	...	306	527	4,152	5	44	546	4,698	79	11	40	46	32	17	57
	1868-69...	...	774	1,611	11,916	3	396	3,317	15,233	78	49	162	102	75	47	209
	1867-68...	...	428	946	7,086	1	1	19	7,105	74	251	761	74	43	29	790
Hoshungabad	1870-71...	...	76	153·98	1,056·28	3	2·6	82·59	1,138·87	64	246·72	1,062·2	30	99·15	197·74	1,259·94
	1869-70...	...	133	182	1,325	2	17·98	409	1,734	81	240	863	33	100	193	1,056
	1868-69...	...	81	132	1,123	1	13	2	1,125	30	16	96	15	147	295	391
	1867-68...	...	98	363	2,492	...	...	...	2,492	103	188	927	17	209	417	1,344
Nagpur	1870-71...	...	18	3·94	23·39	...	...	...	23·39	16	1·97	5·93	1	·62	1·25	7·18
	1869-70...	...	18	18·37	237·92	...	...	...	237·92	42	61·84	183·54	12	52·99	104·49	288·03

* Inclusive of Trans-Indus salt, not valued.

ANNEXURE XII.—Concluded.

Statement showing the total quantity of goods confiscated, &c.—Concluded.

Division.	Years.	CONFISCATED.						Total value of confiscations.	DOUBLE DUTY.						Total of extra duty so levied.
		Salt.			Sugar.				Salt.			Sugar.			
		Cases.	Quantity.	Value.	Cases.	Quantity.	Value.		Cases.	Quantity.	Amount of extra duty so levied.	Cases.	Quantity.	Amount of extra duty so levied.	
Nagpur	1868-69... ...	44	45·95	281·92	2	4·55	37·37	319·29	58	134·73	461·77	14	39·18	84·20	545·97
	1867-68... ...	59	276·96	1,512·06	1	·90	14·	1,526·06	133	1,474·69	4,257·41	17	19·94	39·93	4,297·34
Raipur	1870-71... ...	213	635·23	4,083·94	...	...	...	4,083·94	106	104·46	627·27	2	·32	·66	627·93
	1869-70... ...	190	1,632·51	10,809·75	1	·05	·50	10,810·25	170	217·12	760·01	1	·12	·25	760·26
	1868-69... ...	237	862·64	5,840·98	...	...	...	5,840·98	193	228·35	999·96	1	·30	·60	1,000·56
	1867-68... ...	106	650·40	3,813·46	...	...	...	3,813·46	163	4,491·72	17,257·28	2	·55	1·11	17,258·39
Total ...	1870-71... ...	626	1,276.67	9,028·31	9	11·14	188·52	9,216·83	296	359·17	1,716·15	104	152·07	229·15	1,945·30
	1869-70... ...	647	2,359·88	16,524·67	8	62·03	955·50	17,480·17	372	529·96	1,846·55	92	185·11	314·74	2,161·29
	1868-69... ...	1,136	2,651·59	19,161·90	6	400·68	3,356·37	22,518·27	359	428·08	1,719·73	132	261·48	426·80	2,146·53
	1867-68... ...	691	2,236·36	14,903·52	2	1·90	33·	14,936·52	473	6,405·41	23,202·69	50	272·49	487·04	23,689·73
Grand Total ...	1870-71... ...	1,645	2,853·37	15,911·77	64	479·93	4,762·08	20,673·86	693	2,713·62	12,411·55	796	2,863·45	2,232·21	14,643·76
	1869-70... ...	2,395	4,064·18	24,585·97	101	146·41	1,673·62	26,259·59	919	1,929·29	7,633·22	817	2,295·96	1,818·42	9,451·64
	1868-69... ...	2,349	4,126·95	27,125·06	106	517·52	4,068·53	31,193·59	722	1,740·74	6,949·21	887	2,113·23	1,945·60	8,894·81
	1867-68... ...	1,437	3,655·35	20,920·64	123	183·48	1,022·27	21,942·91	788	7,532·81	28,188·07	1,034	2,635·72	2,424·44	30,612·51
Berar	1870-71... ...	22	41·29	521·82	...	...	...	521·82	55	69·4	207·37	...	...	...	207·37
	1869-70... ...	49	116·94	1,230·38	...	...	...	1,230·38	64	67·26	201·74	...	...	...	201·74
	1868-69... ...	27	26·11	154·16	...	...	...	154·16	98	137·83	914·17	...	...	...	914·17
	1867-68... ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ANNEXURE XIII.

Statement showing the Strength and Constitution of the Force of the Inland Customs on the 1st *March* 1871.

DIVISIONS.	Total number of Executives sanctioned.	Total in employ on 1st March 1871.	Total number of Christians.	Total number of Mussulmans.	Total number of Hindoos.	Number of Brahmins.	Number of Rajpoots.	Number of Kaiths.	Number of other Hindoo castes.	Number of residents in districts bordering on or part of the Division.	Number of residents of distant parts.	Number of men whose families reside on the line.
Shahpur	1,250	1,241	...	858	383	116	169	94	4	989	252	36
Kuhror	536	536	...	312	224	18	101	2	103	46	490	18
Hissar	1,423	1,414	...	613	801	86	140	10	565	17	1,397	16
Dilhi	1,198	1,198	...	535	663	97	248	13	305	444	754	42
TOTAL ...	4,407	4,389	...	2,318	2,071	317	658	119	977	1,496	2,893	112
Percentage	...	...	...	52·81	47·19	7·22	15	2·71	22·26	34·08	65·91	2·55
Agra	1,666	1,666	...	793	873	308	274	64	227	444	1,222	70
Jhansi	1,565	1,565	...	734	831	247	370	53	161	120	1,445	145
TOTAL ...	3,231	3,231	...	1,527	1,704	555	644	117	388	564	2,667	215
Percentage	...	...	...	47·26	52·73	17·17	19·93	3·62	12·0	17·45	82·54	6·65
Sagar	965	944	...	404	540	259	133	31	117	3	941	170
Hoshungabad	697	697	...	304	393	163	99	21	110	...	697	67
Nagpur	337	337	2	136	199	62	41	13	83	42	295	43
Raipur	690	689	...	216	473	137	131	21	184	42	647	95
TOTAL ...	2,689	2,667	2	1,060	1,605	621	404	86	494	87	2,580	375
Percentage	...	...	0·07	39·74	60·18	23·29	15·11	3·22	18·52	3·26	96·73	14·06
INTERNAL.												
N. W. Provinces	1,275	1,002	...	486	516	126	125	135	130	174	828	117
Oudh	324	307	...	146	161	51	17	50	43	101	206	25
TOTAL ...	1,599	1,309	...	632	677	177	142	185	173	275	1,034	142
Percentage	...	...	...	48·28	51·71	13·52	10·85	14·13	13·21	21·	79	10·84
GRAND TOTAL ...	11,926	11,596	2	5,537	6,057	1,670	1,848	507	2,032	2,422	9,174	844
Percentage	...	...	0·01	47·75	52·23	14·41	15·94	4·37	17·52	20·89	79·11	7·27
Sambur Lake	415	300	...	163	137	27	44	6	60	234	66	...
Percentage	...	...	...	54·33	45·66	9·00	14·66	2·00	20·	78	22	...
Berar	703	702	...	175	527	201	162	21	143	12	690	34
Percentage	...	...	...	24·92	75·07	28·63	23·08	2·99	20·37	1·70	98·29	4·84

ANNEXURE XIII.—Continued.

ANNEXURE

Statement showing the Strength

DIVISIONS.	SUB-ASSISTANT PATROLS.											
	Total number of Executives sanctioned.	Total number in employ on 1st March 1871.	Total number of Christians.	Total number of Mahomedans.	Total number of Hindoos.	Number of Brahmins.	Number of Rajpoots.	Number of Kaiths.	Number of other Hindoo castes.	Number of residents in districts bordering on or parts of the Division.	Number of residents of distant parts.	Number of men whose families reside on the line.
Shahpur	10	10	...	2	8	...	...	1	7	5	5	3
Kuhror	8	8	...	6	2	1	...	1	...	...	8	2
Hissar	9	9	...	4	5	...	4	...	1	...	9	4
Dilhi	6	6	...	1	5	2	...	2	1	3	3	4
TOTAL ...	33	33	...	13	20	3	4	4	9	8	25	13
Percentage	...	...	...	39·39	60·60	9·09	12·12	12·12	27·27	24·24	75·76	39·39
Agra	14	14	...	1	13	2	2	8	1	3	11	5
Jhansi	9	9	...	2	7	...	...	6	1	...	9	3
TOTAL ...	23	23	...	3	20	2	2	14	2	3	20	8
Percentage	...	...	...	13·04	86·95	8·69	8·69	60·87	8·69	13·04	86·95	34·78
Sagar	8	8	...	2	6	...	1	5	...	...	8	3
Hoshungabad	7	7	...	2	5	1	1	3	...	...	7	2
Nagpur	6	6	2	1	3	...	...	3	...	...	6	3
Raipur	8	8	...	5	3	1	...	2	...	...	8	3
TOTAL ...	29	29	2	10	17	2	2	13	...	...	29	11
Percentage	...	...	6·89	34·48	58·62	6·89	6·89	44·83	...	...	100	37·96
INTERNAL.												
N. W. Provinces	32	32	...	21	11	2	...	7	2	4	28	2
Oudh	14	14	...	6	8	1	...	6	1	5	9	3
TOTAL ...	46	46	...	27	19	3	...	13	3	9	37	5
Percentage	...	...	...	58·69	41·3	6·52	...	28·26	6·52	19·56	80·43	10·87
GRAND TOTAL ...	131	131	2	53	76	10	8	44	14	20	111	37
Percentage	...	...	1·52	40·45	58·01	7·63	6·10	33·59	10·68	15·26	84·73	28·24
Sambur Lake	8	7	...	4	3	...	...	3	...	5	2	...
Percentage	...	...	...	57·14	42·85	...	...	42·85	...	71·43	28·57	...
Berar	8	7	...	5	2	...	...	2	...	...	7	2
Percentage	...	...	...	71·42	28·57	...	...	28·57	...	...	100	28·57

XIII—Continued.

and Constitution of the Force, &c.

MOHURRIRS.										
Total number of Executives sanctioned.	Total number in employ on 1st March 1871.	Total number of Mussulmans.	Total number of Hindoos.	Number of Brahmins.	Number of Rajpoots.	Number of Kaiths.	Number of other Hindoo castes.	Number of residents in districts bordering on or part of the Division.	Number of residents of distant parts.	Number of men whose families reside on the line.
28	28	10	18	12	6	...	...	18	10	8
11	11	3	8	...	1	3	4	1	10	4
18	18	3	15	1	6	...	8	1	17	10
17	17	1	16	4	...	11	1	11	6	10
74	74	17	57	17	13	14	13	31	43	32
...	...	22·97	77·03	22·97	17·57	18·92	17·57	41·89	58·10	43·24
33	33	9	24	...	...	19	5	15	18	17
18	18	6	12	...	...	11	1	...	18	7
51	51	15	36	...	...	30	6	15	36	24
...	...	29·41	70·58	...	...	58·82	11·76	29·41	70·58	47·06
12	12	2	10	1	...	9	...	...	12	5
10	10	5	5	...	...	5	...	...	10	3
8	8	6	2	...	...	2	...	...	8	4
11	11	5	6	...	...	6	...	...	11	2
41	41	18	23	1	...	22	...	...	41	14
...	...	43·90	56·09	2·44	...	53·65	...	...	100	34·14
24	24	12	12	...	...	11	1	12	12	8
9	9	1	8	...	...	7	1	4	5	1
33	33	13	20	...	...	18	2	16	17	9
...	...	39·39	60·6	...	...	54·54	6·06	48·48	51·51	27·27
199	199	63	136	18	13	84	21	62	137	79
...	...	31·65	68·34	9·04	6·53	42·21	10·56	31·15	68·84	39·69
22	11	5	6	1	...	4	1	4	7	...
...	...	45·45	54·54	9·09	...	36·36	9·09	36·36	63·63	...
9	9	4	5	...	2	3	...	...	9	1
...	...	44·44	55·55	...	22·22	33·33	...	...	100	11·11

ANNEXURE

PART I.—Statement showing the course of the Salt trade and the Quantity

Name of Division.	Name of Post.	Description and Quantity of Salt which passed each post.												Name of mart without line or salt source, where these are traded with, direct from which the post is supplied.	From Post.	
		Rock salt.	Balumba or Bhurtpur.	Sambur.	Sultanpur.	Bombay or Kokan.	Salumba.	Didwana.	Madras or Banwar.	Puchbudra or Kansiu.	Saltpetre salt.	Other salt.	Total.		Distance in miles.	Direction.
Hissar.	Fazilka ...	...	...	...	...	...	...	...	...	...	...	76	76	.....	...	...
	Urneewalla ...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...
	Mullout ...	...	...	...	...	...	...	...	...	...	...	4	4	.....	...	...
	Lumbi ...	...	...	...	...	...	...	...	...	...	...	11	11	.....	...	...
	Dubwalli ...	...	...	...	...	...	...	...	...	...	...	10	10	.....	...	...
	Odhan ...	...	...	...	...	...	...	...	...	...	...	10	10	.....	...	...
	Sahoowalla ...	...	...	...	...	...	...	...	...	...	...	90	90	Sirsa	10	S.E.
														Rania ...	18	S.
	Durbi ...	...	...	...	...	...	...	...	...	...	...	315	315	Sirsa	7½	S.W.
														Ellenabad ...	27	S.W.
	Jodhka ...	...	...	...	...	...	...	12	...	...	...	537	549	Sirsa	13	W.
	Bhuttoo ...	...	...	...	...	...	...	23	...	...	...	197	220	Sirsa	20	W.
	Ladwi ...	...	...	...	...	...	...	4,558	...	...	...	407	4,965	Balsumund ...	12	N.
	Hissar... ...	...	...	1	...	...	...	10,761	...	...	38	198	10,998	Balsumund ...	14	S.
	Hansi	...	...	...	...	...	...	4,596	...	...	44	34	4,674	Bhiwani ...	25	S.E.
														Balsumund ...	30	W.
	Moondhall ...	...	...	120	...	...	...	35,999	...	...	...	70	36,189	Bhiwani ...	15	S.E.
														Balsumund ...	40	S.W.
	Mohim... ...	...	...	2,205	...	...	...	49,212	...	153	...	832	52,402	Bhiwani ...	16	S.W.
	Bussawal ...	...	...	27,505	...	...	...	1,50,370	...	714	...	490	1,79,079	Bhiwani ...	16	S.
	Total ...	...	...	29,831	...	...	...	2,55,531	...	867	82	3,281	2,89,592			
Delhi	Awul	...	...	39,678	...	...	...	34,447	...	...	...	1,715	75,840	Bhiwani ...	20	S.W.
	Carried over ...	...	...	39,678	...	...	...	34,447	...	...	...	1,715	75,840			

XIV.

crossing each Section of the Inland Customs Line during the Year 1870-71.

Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart within line to which the salt crossing at the post finds its way.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether salt comes as a return freight or as an original investment. If the former, what is the original despatch; if the latter, what comes in return for salt.	Remarks.
		Per md. per. mile.						*Per md. per mile.*		
.....	.....	.....	.....	...	...	.....	.....	.....	.....	These are all seized salt and are of Kharee description, excepting 5 maunds which is called Pullowdee salt.
.....	.....	.....	.....	...	...	.....	.....	.....	.....	
.....	.....	.....	.....	...	...	.....	.....	.....	.....	
.....	.....	.....	.....	...	...	.....	.....	.....	.....	
.....	.....	.....	.....	...	...	.....	.....	.....	.....	
.....	.....	.....	.....	...	...	.....	.....	.....	.....	
Kutcha road. Village road.	Camels ... Ditto ...	1 anna ... 2 annas ...	.....	...	...	.....	.....	.....	Salt comes as an original investment, the camels in return taking grain.	The salt that reaches this post is absorbed for local consumption.
Village road.	Ditto ...	1½ pie ...	Futtiabad ...	20	N. W.	Village road ...	Camels ...	1½ pie ...	Original investment, camels returning empty.	
Kutcha road.	Ditto ...	1 anna ...	Ditto	14	N.	Kutcha road ...	Ditto ...	1 anna 3 pie	Salt for the most part is taken up as an original investment, and the camels which convey it below line bring back grain, &c. Occasionally salt comes as a return freight.	
			Tohanna ...	40	N.	Ditto ...	Ditto ...	3 annas 6 pie		
			Ruttia ...	24	N.	Ditto ...	Ditto ...	2 „ 4 pie		
			Budopul ...	26	N.	Ditto ...	Ditto ...	Ditto ...		
			Kythul ...	30	N.	Ditto ...	Ditto ...	7 annas ...		
			Pubran ...	38	N.	Ditto ...	Ditto ...	3 „ 6 pie		
Ditto ...	Ditto ...	2 annas ...	Futtiabad ...	10	N.E.	Ditto ...	Ditto ...	1 anna ...	Salt is brought as return freight, the original investment being either ghee, oil-seed, &c.	
Ditto ...	Ditto ...	1 anna ...	Villages near the line.	...	...	.....	.....	.....	Salt is brought as an original investment.	
Ditto ...	Carts, camels, and donkeys.	Carts and camels 1 anna, and donkeys 9 pie.	Hissar	4	...	Kutcha road	Carts, camels, donkeys.	6 pie ...	Salt comes as an original investment, and takes sugar and sometimes grain in return.	
			Jeend	40	...	Ditto		3 annas ...		
			Kythul ...	84	...	Ditto		6 „ ...		
			Kurnaul ...	102	...	Ditto		7 „ ...		
			Shamli ...	90	...	Ditto		6 „ 6 pie		
Ditto ...	Carts and camels.	2 annas ...	Hansi	2	W.	Ditto ...	Carts and camels.	3 pie ...	Salt is generally an original investment, for which sugar seeds, &c., are brought back as return freight.	
		2 „ 6 pie ...	Gobana ...	35	N.E.	Ditto ...	Ditto ...	3 annas ...		
			Kurnaul ...	81	W.	Ditto ...	Ditto ...	5 „ 6 pie.		
Ditto ...	Ditto ...	2 „ for 20 miles.	Shamli ...	95	N.	Ditto ...	Carts ...	8 annas ...	Salt for the most part comes as an original investment, the carts returning with sugar.	
			Kurnaul ...	100	N.	Ditto ...	Ditto ...	Ditto.		
			Shamli ...	84	N.E.	Ditto ...	Carts and camels.	Carts 4 annas 6 pie. Camels 4 annas.	During the past year sugar came as an original investment. The carts generally returned empty. Only a few carts and camels returned with salt.	
Ditto ...	Carts ... ... Camels... ... Asses	1 anna ... 9 pie. 9 „	Saharunpur ...	125	N.	Kutcha up to Rampoor, thence pukka.	Ditto ...	Carts 6 annas. Camels 4 annas 9 pie.		
Village road	Carts ... ... Camels... ... Asses	1 anna 3 pie ... 1 „ 6 „ ... 1 „ 6 „ ...	Shamli ...	100	N.	Kutcha road ...	Carts ... Camels ... Asses ...	4 annas 6 pie 2 „ 6 „ 3 „ 6 „	Return freight and the original despatches are chiefly of saccharine produce and grain.	
			Bagput ...	75	N.	Ditto ...	Carts ... Camels ... Asses ...	3 „ 3 „ 2 „ 6 „ 2 „ 3 „		
			Sambar and Didwana.							
Kutcha road.	Carts and camels.	1 pie ...	Hattras ...	148	S.E.	Kutcha road ...	Cart and rail.	Carts 1 pie, rail ⅛ pie.	Salt is an original investment; the returning carts bring sugar and kerrana goods.	
			Bareilly ...	184	E.	Ditto ...	Carts and camels.	Ditto.		
			Shajehanpur ...	218	S.E.	Ditto ...	Ditto ...	Ditto.		
			Lucknow ...	321	S.E.	Partly kutcha and partly pukka.	Carts and rail.	Ditto.		
			Allahabad ...	441	S.E.					
			Mirzapur ...	496	S.E.					
			Cawnpur ...	321	S.E.					
			Jubbulpur ...	668	S.					
			Didwana.							
			Shamli ...	96	N.E.	Kutcha road ...	Carts and camels.	Ditto.		
			Bagput ...	52	N.E.	Ditto ...	Ditto ...	Ditto.		
			Soneput ...	47	N.E.	Ditto ...	Ditto ...	Ditto.		
			Pillibhit ...	202	E.	Partly kutcha and partly pukka.	Ditto ...	Ditto.		

ANNEXURE XIV.—*Part* 1.—Continued.

ANNEXURE

PART I.—Statement showing the course of

Name of Division.	Name of Post.	Description and Quantity of Salt which passed each post.												Name of mart without line or salt source where these are traded with direct from which the post is supplied.	From Post.	
		Rock salt.	Balumba or Bhurtpur.	Sambar.	Sultanpur.	Bombay or Kokan.	Salumba.	Didwana.	Madras or Bunwar.	Puchbudra or Kansia.	Salipetre salt.	Other salt.	Total.		Distance in miles.	Direction.
	Brought over ...	...	...	39,678	...	...	...	34,447	...	...	...	1,715	75,840			
Delhi.—Continued.	Bari	...	...	1,41,258	...	...	...	85,734	...	305	...	7,111	2,34,408	Bhiwani ...	30	N.W.
	Jhujjur ...	...	...	3,861	78,163	...	...	439	...	...	...	...	82,463	Bhiwani ...	35	W.
														Sultanpur ...	15	S.
														Zahadpur ...	12	S.
	Badli ...	...	...	5,053	4,03,532	...	...	42	...	...	...	...	4,08,627	Rewari ...	28	S.W.
														Sultanpur ...	8	S.
	Gurhi Hursroo ...	...	...	30,630	2,06,314	...	...	...	...	...	...	1	2,36,945	Rewari ...	48	S.
														Sultanpur ...	5	W.
	Carried over ...	...	...	2,20,480	6,88,009	...	...	1,20,662	...	...	...	...	10,38,283			

XIV.—Continued.

the Salt Trade, &c., during the Year 1870-71.

Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart within line to which the salt crossing at the post finds its way.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether salt comes as a return freight or as an original investment. If the former, what is the original despatch; if the latter, what comes in return for salt.	Remarks.
		Per md. per mile.	*Sambar and Didwana.*					*Per md. per mile.*		
Kutcha road	Carts and camels.	1 pie ...	Hattras ...	140	S.E.	Kutcha road ...	Carts and rail.	Carts 1 pie rail ⅓ pie.	Salt is an original investment; the returning carts bring sugar and kerrana goods.	
			Bareilly ...	176	E.	Ditto ...	Carts and camels.			
			Shajehanpur ...	210	S.E.	Ditto ...	Ditto.			
			Lucknow ...	313	S.E.	Partly kutcha, partly pukka.	Carts and rail.			
			Allahabad ...	433	S.E.	Ditto ...	Ditto.			
			Mirzapur ...	488	S.E.	Ditto ...	Ditto.			
			Cawnpur ...	313	S.E.	Ditto ...	Ditto.			
			Jubbulpur ...	660	S.	Ditto ...	Ditto.			
			Didwana.							
			Shamli ...	90	N.E.	Kutcha road ...	Carts and camels.			
			Bagput ...	52	N.E.	Ditto ...	Ditto.			
			Soneput ...	47	N.E.	Ditto ...	Ditto.			
			Pillibhit ...	194	E.	Partly kutcha, partly pukka.	Ditto.			
			Sambar.							
Kutcha road	Carts and camels.	1 pie ...	Lucknow ...	308	S.E.	Road partly kutcha and partly pukka.	Carts and rail.	Ditto.	Ditto ditto.	
Ditto ...	Ditto.		Allahabad ...	428	S.E.					
			Mirzapur ...	483	S.E.					
			Sultanpuri.							
			Bagput ...	50	N.E.	Kutcha road ...	Carts and camels.			
			Shamli ...	94	E.	Ditto ...	Ditto.			
			Soneput ...	43	N.E.	Ditto ...	Ditto.			
			Saharunpur ...	147	N.E.	Ditto ...	Ditto.			
			Sambar.							
Kutcha road	Carts and camels.	1 pie ...	Dilhi ...	30	E.	Kutcha road ...	Carts and camels.	Ditto ...	Ditto ditto.	
			Sultanpuri.							
			Pillibhit ...	182	E.	Partly kutcha and partly pukka road.	Ditto.			
			Bagput ...	48	N.E.	Kutcha road ...	Ditto.			
			Shamli ...	86	N.E.	Ditto ...	Ditto.			
			Soneput ...	37	N.E.	Ditto ...	Ditto.			
			Saharunpur ...	140	N.E.	Ditto ...	Ditto.			
			Chundowsi ...	137	S.E.	Partly kutcha and partly pukka road.	Ditto.			
			Meerut ...	61	S.E.	Ditto ...	Carts and rail.			
			Lucknow ...	301	S.E.	Ditto ...	Ditto.			
			Mirzapur ...	476	S.E.	Ditto ...	Ditto.			
			Jubbulpur ...	648	S.	Ditto ...	Ditto.			
			Sambar and Sultanpuri.							
Kutcha road.	Carts and camels.	1 pie ...	Dilhi ...	33	S.E.	Kutcha road ...	Carts and camels.	Ditto ...	Ditto ditto	
			Hattras ...	121	S.E.	Ditto ...	Carts and rail.			
			Cawnpur ...	294	S.E.	Partly kutcha and partly pukka.	Ditto.			
			Lucknow ...	343	S.E.	Ditto ...	Ditto.			
			Allahabad ...	414	S.E.	Ditto ...	Ditto.			
			Sultanpuri.							
			Saharunpur ...	133.	N.E.	Kutcha road ...	Carts and rail.			
			Pillibhit ...	175	E.	Partly kutcha and partly pukka.	Carts.			
			Shajehanpur ...	132	S.E.	Kutcha ...	Ditto.			
			Mirzapur ...	469	S.E.	Partly kutcha and partly pukka.	Cart and rail.			
			Jubbulpur ...	641	S.	Ditto ...	Ditto.			
			Meerut ...	54	E.	Ditto ...	Ditto.			
			Bagput ...	58	E.	Kutcha ...	Cart.			

ANNEXURE

PART I.—Statement showing the course of

Name of Division.	Name of Post.	Description and Quantity of Salt which passed each post.												Name of mart without line or salt source where these are traded with direct from which the post is supplied.	From Post.	
		Rock salt.	Balumba or Bhurtpur.	Sambar.	Sultanpur.	Bombay or Kokan.	Salumba.	Didwana.	Madras or Bunwar.	Puchbudra or Kansia.	Saltpetre salt.	Other salt.	Total		Distance in miles.	Direction.
	Brought over ...	...	...	2,20,480	6,88,009	...	...	1,20,662	...	...	...	...	10,38,283			
Delhi.—Continued.	Bhoondsi ...	...	2	393	81	...	673	...	...	...	2	...	1,151	Rewari ... Noh ...	30 14	S.W. S.
	Sylani ...	...	...	16,083	7	...	17,362	...	...	...	3	...	33,455	Rewari ... Noh ...	36 15	N. S.
	Pulwul ...	...	4	5,964	3	...	30,822	...	...	...	...	...	36,793	Rewari ... Noh ...	48 21	W. W.
	Hodul ...	...	11	3,819	...	...	1,902	...	...	...	...	...	5,732	Ferozepur ... Noh ...	27 30	S.W. S.W.
	Total ...	...	17	2,46,739	6,88,100	...	50,759	1,20,662	...	305	5	8,827	11,15,414			
Agra.	Kosy	...	161	2,756	...	...	3,209	...	...	...	...	1	6,127	Noh ... ... Ferozepur ... Nownarin ...	35 30 12	W. W. W.
	Chowmoha ...	...	77,142	1,183	...	...	1,57,343	...	...	...	...	...	2,35,668	Noh ... ... Deeg	50 18	N.E. S.
	Sittoha ...	...	3,05,874	4,118	...	...	508	...	...	...	31	...	3,10,531	Deeg ... ... Kumare ... Jeypur ...	18 80 140	W. W. S.W.
	Carried over ...	...	3,83,177	8,057	...	...	1,61,060	...	...	...	31	1	5,52,326			

XIV.—Continued.

the Salt Trade, &c., during the year 1870-71.

Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart within line to which the salt crossing at the post finds its way.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether salt comes as a return freight, or as an original investment. If the former, what is the original despatch; if the latter, what comes in return for salt.	Remarks.
		Per md. per mile.	*Sambar and Salumba.*					*Per md. per mile.*		
Kutcha road	Carts and camels.	1 pie ...	Gurgaon ...	5	N.	Kutcha road ...	Carts and camels.	Carts and camels 1 pie.	Salt is an original investment; the returning carts bring grain.	
			Badshapur ...	3	N.	Ditto ...	Ditto.			
			Jharsa ...	4	N.	Ditto ...	Ditto.			
Ditto ...	Ditto ...	Ditto ...	Bareilly ...	166	E.	Ditto ...	Ditto ...	Carts 1 pie	Salt is an original investment; the returning carts bring sugar and kirrana goods.	
			Hattras ...	136	E.	Ditto ...	Ditto.			
			Shajehanpur ...	168	E.	Ditto ...	Ditto.			
			Salumba.							
			Pillibhit ...	165	E.	Partly kutcha and partly pukka road.	Ditto ...	Ditto.		
			Chundowsi ...	127	S.E.	Kutcha ...	Ditto.			
			Sambar:							
Ditto ...	Ditto ...	Ditto ...	Hattras ...	48	E.	Ditto ...	Ditto ...	Carts 1 pie, rail ½rd pie.	Ditto ditto.	
			Salumba.							
Ditto ...	Ditto ...	Ditto ...	Saharunpur ...	130	N.E.	Ditto ...	Ditto ...	Ditto.		
			Pillibhit ...	170	N.E.	Partly pukka and partly kutcha.	Ditto.			
			Shajehanpur ...	180	E.	Kutcha ...	Ditto.			
			Meerut ...	64	N.E.	Ditto ...	Carts and rail.			
			Sambar and Salumba.							
Ditto ...	Ditto ...	Ditto ...	Villages in the neighbourhood.	...	...	Ditto ...	Carts and camels.	Carts 1 pie.	Ditto ditto.	
Kutcha road	Carts and camels.	3 annas 6 pie...	Sheregurh ...	10	E.	Kutcha road ...	Carts and donkeys.	1 anna 6 pie	*Noh.*—Principally original investments, sometimes as a return freight; when the former, the carts and camels return with sugar, rice, cotton-seed; when the latter, goor and sugar was the original despatch.	
Ditto ...	Donkeys and ponies.	3 „ ...	.....	...	...	Ditto ...	Ditto ...	Ditto ...	*Ferozepoor.*—In the former of original investment only the donkeys and ponies generally go unladen, but occasionally take mustard-seed and wheat.	
Ditto ...	Ponies ...	2 „ ...	Chatta... ...	6	S.	Pukka road ...	Ponies ...	9 pie ...	*Nownarin.*—Original investment; ponies go unladen.	
Village road	Carts ...	3 „ ...	Hattras ...	32	N.E.	Metalled road	Carts ...	13 annas 4 pie.	*Noh.*—Original freights and some as return freight, the original freight being rice, sugar, ban, moonj; and most of the original carts return with sugar, rice, and cotton-seed, &c.	
			Futtehgurh ...	120	N.E.	Ditto ...	Ditto ...	8 annas.		
			Shajehanpur ...	175	N.E.	Ditto ...	Ditto ...	11 „		
			Cawnpur ...	204	N.E.	Ditto ...	Ditto ...	14 „		
Ditto ...	Carts and camels.	1 anna 6 pie ...	Fyzabad ...	331	N.E.	Ditto ...	Ditto ...	15 „ ...	*Deeg.*—All original freights, the carts always returning with sugar, rice, &c., but never empty.	
			Ghazipur ...	462	N.E.	Ditto ...	Ditto ...	Various; to Hattras 13 annas 4 pie.		
			Jubbulpur ...	552	N.E.	Ditto ...	Ditto ...	Ditto.		
Kutcha and pukka road.	Carts, camels, and buffaloes.	·14	Muttra... ...	3	N.E.	Pukka road ...	Carts, buffaloes, and camels.	·03	*Deeg.*—Mostly as an original investment.	
Pukka road...	Carts ...	·15	Hattras ...	28	N.E.	Ditto ...	Ditto ...	·18	*Kumare.*—Return carriage often comes empty, but return freight usually consists of grain, rice, oil-seeds, tobacco, &c., and sometimes sugar; when the latter comes as a return freight, the original despatch is of Sambar, &c.	
Kutcha and pukka road.	Camels and buffaloes.	·95	Bindrabun ...	10	N.	Ditto ...	Carts ...	·06		
			Fyzabad ...	240	N.E.	Ditto ...	Ditto ...	·93		
			Bareilly ...	170	N.E.	Ditto ...	Ditto ...	·69		

ANNEXURE

PART I.—Statement showing the course of

Name of Division.	Name of Post.	Description and Quantity of Salt which passed each Post.												Name of mart without line or salt source where these are traded with direct from which the post is supplied.	From Post.	
		Rock salt.	Balumba or Bhurtpur.	Sambar.	Sultanpur.	Bombay or Kokan.	Salumba.	Didwana.	Madras or Bunwar.	Puchbudra or Kanasia.	Saltpetre salt.	Other salt.	Total.		Distance in miles.	Direction.
Agra.—Continued.	Brought over ...	...	3,83,177	8,057	...	...	1,61,060	...	...	...	31	1	5,52,326			
	Tarsi	...	48,114	17,813	...	...	...	...	...	...	...	...	65,927	Bhurtpur ...	17	S.
														Deeg	17	S.
														Kumair ...	16	S.
														Jeypur ...	144	S.
	Furrah... ...	...	1,308	52	...	...	3,312	...	...	...	...	...	4,672	Budungurh ...	30	W.
														Bhurtpur ...	16	S.W.
														Noh	72	W.
	Bichpurie ...	...	6,23,507	2,19,657	...	...	...	...	...	...	15	...	8,43,179	Bhurtpur ...	50	W.
														Jeypur ...	108	W.
														Sambar ...	148	W.
	Mulpurah ...	...	379	488	...	...	...	...	...	...	2	...	869	Sambar Lake ...	150	W.
														Bhurtpur ...	30	W.
	Kakubah ...	...	114	...	...	...	...	...	...	...	...	...	114	Bhurtpur ...	38	S.W.
														Ladukhera ...	14	S.W.
	Dhimsiri ...	...	603	...	...	...	...	...	...	...	...	...	603	Bhurtpur ...	36	N.W.
	Futtehabad ...	...	1,496	8	...	...	...	...	...	...	...	...	1,504	Bhori	76	S.W.
														Kutra	70	S.W.
	Gujourah ...	...	119	...	...	...	...	...	...	...	...	...	119	Bhurtpur ...	72	S.W.
	Bah	...	887	21	...	...	...	...	...	...	...	...	908	Bhurtpur ...	85	W.
	Jeitpurah ...	...	170	...	...	...	...	...	...	...	...	...	170	Bhurtpur ...	83	W.
	Suraital ...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...
	Burhpurah ...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...
	Chukernugar ...	...	24	...	...	...	...	...	...	...	...	...	24	Pulowli ...	12	S.
	Total ...	...	10,59,898	2,46,096	...	...	1,64,372	...	...	...	48	1	14,70,415			

XIV.—Continued.

the Salt Trade, &c., during the year 1870-71.

Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart within line to which the salt crossing at the post finds its way.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether salt comes as a return freight, or as an original investment. If the former, what is the original despatch; if the latter, what comes in return for salt.	Remarks.
		Per md. per mile.						*Per md. per mile.*		
Pukka road...	Carts and camels.	2 annas 9 pie...	Muttra... ...	6	N.	Pukka road ...	Carts and camels.	6 annas ...	Salt comes generally as an original investment, the carts and camels returning with sugar or grain.	
Ditto ...	Ditto ...	2 „ 9 „ ...	Bindrabun ...	12	N.	Ditto ...	Ditto ...	1 anna 6 pie.		
Ditto ...	Ditto ...	2 „ 9 „ ...	Hattras ...	24	N.E.	Ditto ...	Ditto ...	2 annas 9 pie.		
Pukka and kutcha road.	Ditto ...	3 pie ...	Koel	50	N.	Ditto ...	Ditto ...	4 „ 6 „		
			Kansgunje ...	61	N.	Ditto ...	Ditto ...	5 „ 3 „		
			Shajehanpur ...	160	N.	Pukka and kutcha.	Ditto ...	14 „		
			Bareilly ...	150	N.	Ditto ...	Ditto ...	13 annas 6 pie.		
			Pillibhit ...	178	N.	Ditto ...	Ditto ...	15 annas.		
			Chundowsi ...	117	N.	Ditto ...	Ditto ...	9 „		
			Dhumrowra ...	140	N.	Ditto ...	Ditto ...	10 annas.		
Kutcha ...	Carts ...	4 annas ...	Agra	20	E.	Pukka road ...	Carts ...	1 anna 9 pie	As an original investment, and on carts that have conveyed sugar and rice.	
Ditto ...	Ditto ...	2 „ 9 pie.								
Ditto ...	Ditto ...	7 „ 6 „								
Pukka road...	Bullocks and carts.	3 „	Ditto	7	E.	Ditto ...	Carts and camels.	1 anna ...	The Bhurtpur salt comes as an original investment on large sized and small sized carts, sometimes return with a freight of sugar; large carts return empty. Carts bringing cotton return with sugar and rice; camels bringing cotton return with sugar and rice; and Bunjarah bullocks generally return unladen, sometimes with rice.	
Ditto ...	Carts and camels.	12 „								
Pukka road, a common road from the lake to Jeypoor.	Carts, camels, and bullocks.	1 re.								
Pukka and kutcha road.	Bullocks ...	1 re. 3 annas ...	Ditto	6,	N.E.	Pukka and kutcha road.	Bullocks...	Ditto ...	Salt for the most part comes as an original investment; bullocks and camels return with sugar, grain, and other goods, which are taken chiefly to Kurrowli.	
Ditto ...	Camels ...	15 annas.					Camels ...	1 anna 6 pie.		
	Bullocks ...	1 anna.								
	Camels ...	1 anna 6 pie.								
30 miles pukka and 8 miles kutcha road.	Bullocks and head-loads.	·23	Ditto	6	N.	Pukka road ...	Bullocks and head-loads.	·05	As an original investment, nothing being taken back in return.	
Kutcha ...	Ditto ...	·10								
Village road.	Bullocks ...	.....	Masli	4	N.E.	Village road ...	Bullocks ...	1 anna per bullock-load.	As an original investment. The traders take their own cattle from Dhunsiri.	
16 miles pukka and 54 miles kutcha road.	Carts and bullocks.	5 annas ...	.....	...	...	.....	.....	.....	Salt comes as a return freight; cerials of coarse kinds are the original investment.	The salt that crosses at this post is absorbed for local consumption in the immediate vicinity of the line, and besides there are no marts.
Ditto ...	Ditto.									
Kutcha road.	Bullocks and camels.	7 annas ...	Gopalpura ...	2	N.	Kutcha road ...	Camels ...	6 pie ...	Salt comes as an original investment.	
			Puchavagaon ...	2	N.	Ditto ...	Ditto ...	6 „		
			Manuckpura ...	4	N.	Ditto ...	Ditto ...	1 anna.		
Kutcha and pukka road.	Bullocks ...	10 „ ...	Bah	100 paces	...	Ditto ...	Carts and bullocks.	9 pie ...	Camels, bullocks, and carts go empty and return with salt.	
	Camels ...	8 „	Butesshur ...	6 miles	N.E.	Ditto ...	Camels and bullocks.	Ditto.		
			Mye	6 „	N.E.	B. path ...	Ditto ...	Ditto.		
			Furriri ...	4 „	N.E.	Kutcha ...	Ditto ...	Ditto.		
			Burragaon ...	3 „	N.E.	Ditto ...	Ditto ...	Ditto.		
			Kumptari ...	5 „	N.E.	Ditto ...	Ditto ...	Ditto.		
			Holipur ...	6 „	N.E.	Ditto ...	Ditto ...	Ditto.		
Line ...	Carts ...	8 annas ...	Jeitpur ...	100 paces	...	Kutcha ...	Carts ...	.....	Salt comes in carts, which go to Bhurtpur empty.	
			Kuchoura ...	8 miles	N.	Ditto ...	Ditto ...	1 anna.		
			Parni ...	5 „	N.	Ditto ...	Ditto ...	Ditto.		
.....	.....	.....	.....	...	...	.....	...	...	... ...	No salt trade at these posts.
.....	.....	.....	.....	...	...	.....	...	...	... ...	
Footpath ...	Bullocks and head-loads.	1 anna 3 pie ...	.....	...	...	.....	...	...	Salt comes on head-loads and bullocks that return with sugar.	Used in the neighbouring villages above and below the customs line.

ANNEXURE XIV.—*Part* 1.—Continued.

ANNEXURE

PART I.—Statement showing the course of

Name of Division.	Name of Post.	Description and Quantity of Salt which passed each Post.												Name of mart without line or salt source where these are traded with direct from which the post is supplied.	From Post.	
		Rock salt.	Balumba or Bhurtpur.	Sambar.	Sultanpur.	Bombay or Kokan.	Salumba.	Didwana.	Madras or Bunwar.	Puchbudra or Kanoda.	Saltpetre salt.	Other salt.	Total.		Distance in miles.	Direction.
Jhansi	Jugumunpur ...	...	...	...	...	...	...	...	...	...	...	77	77	Gurrernah ...	18	S.W.
														Biswari ...	17	S.W.
	Jaloun ...	...	...	1,156	...	...	...	...	...	...	1	...	1,157	Nuddegaon ...	20	S.
														Gurrarnah ...	13	S.
	Koonch ...	...	...	2,191	...	...	...	...	...	...	...	...	2,191	Jhansi ...	52	N.
														Lahari ...	15	W.
	Inguie ...	...	...	172	...	...	...	...	...	...	...	...	172	Jhansi ...	47	S.W.
	Erich ...	...	...	493	...	...	...	...	...	...	...	...	493	Ditto ...	40	S.W.
	Chirgaon ...	...	...	2,777	...	...	...	...	...	...	...	...	2,777	Ditto ...	14	S.
	Burragaon ...	...	...	8,990	...	...	...	...	...	...	...	...	8,990	Ditto ...	9	N.W.
	Jhansi ...	...	...	39,135	...	...	...	...	...	...	...	...	39,135	Ditto ...	2	W.
	Babinah ...	...	...	140	...	...	...	...	...	...	...	...	140	Betta ...	7	N.W.
														Pirhore ...	76	W.
														Burdwan ...	7	N.W.
														Baissai ...	6	S.
	Talbehut ...	...	...	1,353	...	...	...	...	...	...	...	...	1,353	Jakhora ...	12	S.W.
														Burdwan ...	9	N.
	Bansi ...	...	...	502	...	...	...	...	...	...	...	...	502	Jakhora ...	10	W.
	Lullutpur ...	...	...	3,921	...	...	...	...	...	...	...	...	3,921	Sambar ...	450	N.W.
														Jukoura ...	12	N.W.
														Chunderi ...	12	W.
														Barodi ...	12	N.
	Guna ...	...	...	1,961	...	...	...	...	...	260	...	...	2,221	Khimlasa ...	19	S.W.
														Khorai ...	29	S.W.
	Total ...	...	...	62,791	...	...	...	...	...	260	1	77	63,129			

XIV.—Continued.

the Salt Trade, &c., during the year 1870-71.

Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart within line to which the salt crossing at the post finds its way.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether salt comes as a return freight, or as an original investment. If the former, what is the original despatch; if the latter, what comes in return for salt.	Remarks.
		Per md. per mile.						*Per md. per mile.*		
Pathway ...	Bullocks ...	·31	.....	...	...	.....	...	...	Original investment, bullocks, &c., being hired at Jugumunpoor and taken empty to the marts for salt.	The salt crossing at this post is absorbed for local consumption in the immediate vicinity of the line.
	Ponies ...	·31								
	Asses ...	·12								
Ditto ...	Ditto ...	·12								
Kutcha village road.	Asses, mules, and bullocks.	·25	.....	...	...	.....	...	...	Salt comes as an original investment. The cattle are hired at Jaloun and taken empty to the marts.	Ditto.
Ditto ...	Ditto ...	·19								
Village road..	Carts and bullocks.	·31	.....	...	...	.....	...	...	Salt invariably comes as an original investment; during winter and summer it is carried on carts, and during the rains on pack bullocks.	Consumed in the town and in the immediate neighbourhood of the line.
Ditto ...	Ditto ...	·09								
Pukka road...	Carts ...	·25	.....	...	...	.....	...	...	Original investment, carts returning empty.	Ditto.
4 miles kutcha and 36 miles pukka road.	Bullocks ...	·50								
Kutcha road	Bullocks ...	·15	Jahrowli ...	12	E.	Kutcha road ...	Carts ...	·12	Traders take their carts, &c., empty and bring back salt.	
	Carts ...	·09					Bullocks ...	·15		
	Ponies ...	·19					Ponies ...	·19		
			Goorsurai ...	20	E.	Ditto ...	Carts ...	·15		
							Bullocks ...	·25		
							Ponies ...	·31		
			Raht	44	E.	Ditto ...	Carts ...	·50		
							Bullocks ...	·37		
							Ponies ...	·50		
3 miles pukka and 6 miles kutcha road.	Two-bullock carts	·09	Rauth	48	E.	Kutcha road ...	Two-bullock carts.	·22	As an original investment, the bullocks returning empty and the carts bringing back sugar.	
	Bullocks ...	·13	Goorsurai ...	35	S.E.	Village road ...	Bullocks ...	·22		
			Newarri ...	12	S.	Ditto ...	Ditto ...	·16		
Pukka road	Carts, bullocks, and camels.	·03	Mow	41	E.	Pukka road ...	Carts and bullocks.	·22	Original investment; grain, ghee, and oil-seeds.	
			Pirthipur and Newarri.	23	E.	Kutcha road ...	Bullocks and buffaloes.	·22		
Village road	Bunjarah bullocks.	·12	.....	...	...	.....	...	...	Salt comes both as an original investment and as a return freight; Bunjarahs bring salt and take back grain, oil-seed, &c.	
Ditto ...	Ditto ...	·19								
Ditto ...	Ditto ...	·12								
Ditto ...	Carts ...	·12								
Cattle track	Bullocks ...	Private carriage	Bajipurai ...	40	E.	Cattle track ...	Bullocks ...	Private carriage.	Salt comes as an original investment.	
Kutcha road, bridged.	Ditto ...	Ditto ...	Juttarah ...	45	...	Ditto ...	Ditto ...	Ditto.		
Country cart track.	Ditto ...	·12	.....	...	...	.....	...	...	Salt is brought as a return freight, the original despatch being saccharine produce or grain.	
Kutcha road	Ditto ...	2·12	Mehroni ...	24	E.	Kutcha road ...	Bullocks and carts.	·25	The Bunjarahs bring salt from the lakes and return with sugar, grain, and spices; the salt from the latter mart is brought in carts.	
Ditto ...	Bullocks and carts.	·12	Tikungurh ...	24	E.	Ditto ...	Ditto ...	·25		
Ditto ...	Ditto ...	·12	Kailgowan ...	12	E.	Ditto ...	Ditto ...	·12		
Ditto ...	Ditto ...	·12								
Kutcha road	Bullocks ...	·09	Mehuri ...	18	N.E.	Ditto ...	Chiefly two-bullock carts, but also bullocks.	·09	The bullocks take unrefined sugar and usually return with salt, but little trade is carried on. The carts take both refined and unrefined sugar and return laden with salt.	
Village road	Chiefly two-bullock carts.	·15								

ANNEXURE XIV.—*Part* 1.—Continued.

ANNEXURE

PART I.—Statement showing the course of

Name of Division.	Name of Post.	Description and Quantity of Salt which passed each Post.												Name of mart without line or salt source where these are traded with direct from which the post is supplied.	From Post.	
		Rock salt.	Balumba or Bhurtpur.	Sambar.	Sultanpur.	Bombay or Kokan.	Salumba.	Didwana.	Madras or Bunwar.	Puchbudra or Kanzia.	Saltpetre salt.	Other salt.	Total.		Distance in miles.	Direction.
Sagar.	Malthone ...	...	...	5,561	...	...	...	...	...	478	...	...	6,039	Khoraie ...	24	S.W.
	Bandri ...	...	...	429	...	...	...	...	...	87	...	...	516	Ditto	19½	W.
														Khimlasa ...	21	N.W.
	Sagar	...	...	18,907	...	...	...	...	...	70,850	...	3	89,760	Puchbhudden ...	600	W.
														Sambar ...	500	N.W.
	Tilli	...	...	571	...	...	...	...	...	265	...	...	836	Khoraie ...	36	N.W.
														Rahutgurh ...	28	W.
	Gourjhamur ...	...	...	...	...	...	...	...	...	...	...	147	147	Sagar	33	N.
	Deori	...	...	24	...	...	...	...	...	9,193	...	...	9,217	Ditto	38	N.
	Tindookhera ...	...	...	307	...	...	...	...	...	1,464	...	...	1,771	Deori, in Bhopal...	12	S.E.
	Paloha... ...	...	...	...	...	...	...	...	...	320	...	...	320	Deori	9	N.
	Samkhera ...	...	...	...	...	...	...	...	...	375	...	...	375			
	Oomerdha ...	...	...	½	...	½	...	...	...	572	...	...	573	Chatair ...	6	N.W.
	Total ...	...	...	25,799½	...	½	...	...	...	83,604	...	150	1,09,554			
Hoshungabad.	Mowakhera ...	...	...	...	...	...	...	...	...	1,694	...	...	1,694	Barcilly, in Bhopal territory.	14	N.
														Bharkutch, in Bhopal territory.	15	N.W.
	Patni	...	...	...	...	...	...	...	...	761	...	16	777	Bharkutch ...	4	N.W.
	Hoshungabad ...	...	...	171	...	562	...	...	...	8,969	...	...	9,702	Budni ...	2	N.W.
	Sheopur ...	...	...	110	...	...	...	...	...	7	...	...	117	Bhyronda ...	12	N.
	Carried over ...	...	...	281	...	562	...	...	...	11,431	...	16	12,290			

XIV.—Continued.

the Salt Trade, &c., during the year 1870-71.

Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart within line to which the salt crossing at the post finds its way.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether salt comes as a return freight, or as an original investment. If the former, what is the original despatch; if the latter, what comes in return for salt.	Remarks.
		Per md. per mile.						*Per md. per mile.*		
Village road	Bullocks ...	2 annas 6 pie...	Marowni ...	28	N.E.	Kutcha road ...	Bullocks ...	2 annas 6 pie.	Comes in return for unrefined sugar.	
Path running through jungle.	Ditto ...	3 „ 6 „ ...	Dumoh ...	50	S.E.	Jungle path and cart track.	Ditto ...	12 annas ...	At times an original investment, at others a return freight for sugar.	
Ditto ...	Ditto ...	4 „								
Bunjara track mostly.	Bullocks and camels.	1 re. 6 annas.	Rewah ...	190	N.E.	Cart track, partly bridged.	Ditto ...	15 „ ...	Both from here for the most part grain and sometimes sugar is taken back.	
Ditto ...	Ditto ...	15 annas ...	Dumoh ...	50	E.	Kutcha and bridged.	Ditto ...	4 „ 6 pie.		
			Jubbulpur ...	112	E.	Kutcha ...	Ditto ...	9 annas.		
Zillah road ...	Bullocks ...	5 „ 4 pie ...	Ditto ...	112	S.E.	Kutcha road ...	Ditto ...	10 „ ...	Original freight; bullocks return with sugar and spices.	
Ditto ...	Ditto ...	4 „ 6 „ ...	Dumoh ...	50	E.	Ditto ...	Ditto ...	6 „ 3 pie.		
18 miles kutcha and 15 miles pukka road.	Ditto ...	6 „ ...	.....	...	...	.....	.....	.....	Original investment; grain and oil-seed brought in return.	The little salt brought here is for local consumption.
Kutcha, and 15 miles pukka road.	Ditto ...	6 „ ...	Maharajpur ...	9	S.E.	Kutcha road ...	Bullocks ...	1 anna 6 pie	Original investment; nothing is taken back in return.	
			Bumni ...	18	S.	Ditto ...	Ditto ...	3 annas.		
			Kairpani ...	27	S.	Ditto ...	Ditto ...	4 „ 6 pie.		
Kutcha road	Carts ...	2 „ 6 pie ...	Dobi and Belkhera	6	E.	Ditto ...	Ditto ...	1 anna 6 pie	Ditto ditto.	
	Buffaloes ...	3 „	Chawarpatha and Birhmun.	12	E.	Ditto ...	Ditto ...	3 annas.		
Ditto ...	Carts ...	2 „	Gadarwarra ...	7	E.	Ditto ...	Carts ...	1 anna 3 pie	Salt comes entirely as anoriginal investment.	
	Bullocks ...	4 „					Bullocks ...	1 „ 6 „		
Ditto ...	Carts and buffaloes.	2 annas 8 pie ...	Bunkheri ...	15	S.	Dtito ...	Carts and buffaloes.	2 annas 8 pie.	Original investment; nothing is taken back in return.	
Kutcha road.	Chiefly buffaloes and bullocks, sometimes carts.	4 annas ...	Sobhapur ...	3	S.	Kutcha road ...	Chiefly buffaloes, bullocks, and carts occasionally.	9 pie ...	As an original investment; sometimes carts taking sugar are hired to take back salt.	
Ditto ...	Buffaloes and bullocks.	Ditto ...	Sohagpur ...	10	S.W.	Ditto ...	Ditto ...	2 annas 6 pie to 3 annas.		
Cart track ...	Chiefly buffaloes and bullocks.	1 anna 6 pie ...	Babye ...	8	S.W.	Ditto ...	Chiefly buffaloes and bullocks.	3 annas ...	As an original investment, nothing coming in return.	
By boat across the Nerbudda, thence by road to town.	Boats across the river, from thence to Tullashee shed by porters, and thence to town on carts.	By boat and porter ... 1 anna 3 pie. Cart ... 1 „ 9 „	Town of Hoshungabad.	1	E.	Ditto ...	Carts ...	1 anna 9 pie.	Purely an original investment; nothing taken in return.	
Kutcha road	Carts and bullocks.	1 re. 8 annas per cart. 1 re. per bullock.	.....	...	...	.....	.....	...	As an original investment, the carriage occasionally taking back grain.	

ANNEXURE

PART I.—Statement showing the course of

Name of Division.	Name of Post.	Description and Quantity of Salt which passed each Post.											Name of mart without line or salt source where these are traded with direct from which the post is supplied.	From Post.	
		Rock salt.	Balumba or Bhurtpur.	Sambar.	Sultanpur.	Bombay or Kokan.	Salumba.	Didwana.	Madras or Bunwar.	Puchbudra or Kansia.	Saltpetre salt.	Other salt.	Total.		Distance in miles.	Direction.
Hoshungabad.—Continued.	Brought over ...	...	...	281	...	562	...	...	...	11,431	...	16	12,290			
	Harda	...	...	...	...	77,694	...	...	...	...	...	...	77,694	Boribunder ...	436	S.W.
														Callian ...	383	W.
	Khandwa ...	...	...	...	...	20,398	...	...	...	...	...	...	20,398	Boribunder ...	352	W.
														Dadur	346	W.
														Callian... ...	319	W.
	Burhanpur ...	...	...	...	...	11,451	...	...	...	...	...	2	11,453	Boribunder ...	310	S.E.
														Dadur	305	S.E.
														Curla	301	S.E.
														Tannah ...	290	S.E.
														Callian... ...	277	S.E.
	Total ...	...	...	281	...	1,10,105	...	...	...	11,431	...	18	1,21,835			
Nagpur.	Chanda ...	...	...	...	...	1½	...	...	...	...	...	...	1½	Callian... ...	485	S.W.
	Dhaba	...	...	...	...	½	...	...	...	...	...	...	½	Callian... ... Chanda.	525	S.W.
	Chamursi ...	...	...	...	...	...	...	...	...	...	...	...	...	Nagpur ...	134	...
	Gurcheroli ...	...	...	...	...	...	...	...	15	...	...	...	15	Salt sources *vid* Callian and Nagpur.	600	S.W.
														Kampti ...	610	S.W.
	Ambagurh ...	...	...	...	...	...	...	...	1	...	...	...	1	Bunjuri ...	16	N.W.
														Murpar	14	S.W.
	Callian ... Bombay and Callian crossing at Mulkapur.													Bassein	30	N.W.
														Rainurdah ...	30	N.W.
														Ghori Bunder ...	20	N.W.
														Patri (Ahmedabad)	393	N.E.
		...	...	...	...	...	...	...	4,38,526	...	...	...	4,38,526			
	Boribunder ...													Urun	14	N.W.
														Penu	28	S.E.
														Buragra Patri ...	140	N.W.
	Total ...	...	...	...	...	2	...	...	4,38,542	...	...	...	4,38,544			

XIV.—Continued.

the Salt Trade, &c., during the year 1870-71.

Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart within line to which the salt crossing at the post finds its way.	From Post.		Nature of communication.	Nature of communication.	Average cost of carriage per mile.	Whether salt comes as a return freight, or as an original investment. If the former, what is the original despatch; if the latter, what comes in return for salt.	Remarks.
				Distance in miles.	Direction.					
		Per md. per mile.						*Per md. per mile.*		
Railway ...	Railway waggon.	11 annas 10 pie	Harda ...	Just below line.	S.E.	Railway and pukka road from Railway Station to town.	Railway waggon and carts.	9 pie ...	As an original investment.	
Ditto ...	Ditto ...	11 „ 2 „	Seoni ...	27	E.	Railway ...	Railway waggon.	2 annas or ·13.		
			Jahalpur ...	200	E.	Ditto ...	Ditto ...	5 annas 11 pie or ·37.		
Ditto ...	Ditto ...	10 annas 4 per...	Town of Khandwa	½	S.E.	Pukka road ...	Carts ...	3 pie ...	Ditto ditto.	
Ditto ...	Ditto ...	10 annas 2 pie.								
Ditto ...	Ditto ...	9 annas 6 pie.								
Ditto ...	Ditto ...	Rs. ·57	Burhanpur ...	2	E.	Kutcha road ...	Ditto ...	·06	Ditto ditto.	
Ditto ...	Ditto ...	„ ·57	Asirghur ...	On the line below.	...	Ditto ...	Ditto ...	·12		
Ditto ...	Ditto ...	„ ·56								
Ditto ...	Ditto ...	„ ·63								
Ditto ...	Ditto ...	„ ·53								
Railway and country carts.	From Callian to Phoolgaon by rail, and from thence by country carts.	Rail 12 annas ... Country carts 8 annas.	Mul ...	26	E.	Kutcha road ...	Carts ...	12 annas 6 pie.	Salt comes as an original investment, and the carts return with coarse cloth, bamboos, and timber, &c.	
Railway and kutcha road.	Ditto ...	By rail 12 annas Carts 1 Re. 2 annas.	.....	...	...	.....	.....	.....	Generally as an original investment; carts return unladen.	Salt that crosses this post is for local consumption.
Kutcha road	Country cart ...	1 Re. 8 annas ...	.....	...	...	.....	.....	.....	Salt is brought as an original investment, and the carts return unladen.	Ditto.
Railway and kutcha road.	Rail and country carts.	Rail 12 annas, country carts 7 annas.	.....	...	...	.....	.....	.....	Ditto ditto ...	Ditto.
Ditto ...	Ditto.									
Village road	Carts and headloads.	6 annas.								
Water and metalled road.	Boats and country carts.	1 anna 3 pie ...	Khundwa ...	320	...	Railway ...	Waggons	9½ pie per ton per mile.	Original; no return traffic.	
Ditto ...	Ditto ...	Ditto ...	Jabulpur ...	582	...	Ditto ...	Ditto.			
Ditto ...	Ditto ...	Ditto ...	Budnaira ...	378	...	Ditto ...	Ditto.			
60 miles kutcha road, and 333 miles by rail.	Country carts... Railway ...	3 annas 4 pie... 8 annas 5 pie.	Nagpur ...	482	...	Ditto ...	Ditto.			
		For about 300 mds.								
Sea ...	Sailing boats...	Loading ... 2 Carriage ... 4 Unloading 2 — Total ... 8	.....	...	...	.....	.....	.....	Salt is brought as an original investment; boats return empty.	
Ditto ...	Ditto ...	Loading ... 2 Carriage ... 6 Unloading 2 — Total 10	Budnaira ... Umrathee ... Nagpur ...	411 417 519	... ...	Railway ... Ditto ... Ditto ...	Railway ... Ditto. Ditto.	9½ pie per ton.		
70 miles country carts, and 70 miles railway.	Country carts and rail.	20 Rs. per 140 maunds. 1 Re. 8 annas per ton.	.....	...	...	.....	.....		Original investment.	

ANNEXURE XIV.—*Part* 1.—Concluded.

ANNEXURE

PART I.—Statement showing the course of

Name of Division.	Name of Post.	Description and Quantity of Salt which passed each Post.												Name of mart without line or salt source where these are traded with direct from which the post is supplied.	From Post.	
		Rock salt.	Rajumba or Bhurtpur.	Sambar.	Sultanpur.	Bombay or Kokan.	Salumba.	Didwana.	Madras or Bunwar.	Puchbudra or Kanasia.	Saltpetre salt.	Other salt.	Total.		Distance in miles.	Direction.
Raipur.	Dhumterry ...	...	...	...	...	...	...	...	5,175	...	...	...	5,175	Nowapadah ...	300	S.E.
	Aring ...	...	...	...	...	...	...	...	35,657	...	...	...	35,657	Ditto ...	300	S.E.
	Sankra ...	...	...	...	...	...	...	...	25,381	...	...	...	25,381	Ditto ...	300	S.E.
	Sohella ...	...	...	...	...	...	...	...	15,665	...	...	...	15,665	Itchapur ...	200	S.E.
														Nowapadah ...	280	S.E.
														Ganjam ...	280	S.E.
	Dhama ...	...	...	...	...	...	...	...	11,137	...	...	...	11,137	Ganjam ...	240	S.
														Itchapur ...	275	S.
	Total ...	...	...	...	...	...	...	...	93,015	...	...	...	93,015			

XIV.—Continued.

the Salt Trade, &c., during the year 1870-71.

Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart within line to which the salt crossing at the post finds its way.	From Post.		Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether salt comes as a return freight, or as an original investment. If the former, what is the original despatch; if the latter, what comes in return for salt.	Remarks.
				Distance in miles.	Direction.					
		Per md. per mile.						*Per md. per mile.*		
Rough kutcha road.	Pack bullocks...	Not ascertainable.	Durg ...	36	N.W.	Kutcha road...	Pack bullocks.	2 annas 6 pie to 2 annas 9 pie.	As return freight the original despatch is grain of kinds.	
							Carts ...	2 annas 9 pie to 3 annas.		
			Nowagaon ...	38	N.W.	Ditto ...	Ditto ...	Ditto.		
Ditto ...	Ditto ...	Ditto ...	Raipur ...	24	W.	Kutcha road ...	Carts and bullocks.	1 anna ...	As return freight. The original despatch consists chiefly of of grain of kinds, lac, &c.	
			Belaspur ...	62	N.	Ditto ...	Pack bullocks.	6 annas.		
			Ruttunpur ...	72	N.	Ditto ...	Ditto ...	6 „		
Ditto ...	Ditto ...	Ditto ...	Belaspur ...	70	N.W.	Kutcha village road.	Ditto ...	14 „ ...	As return freight. The original investment is grain of kinds, cotton, &c.	
			Sheorenarain ...	45	N.	Ditto ...	Ditto ...	8 „		
Ditto ...	Ditto ...	Ditto ...	Paindra ...	16	N.	Bullock track	Ditto ...	Not ascertainable.	As return freight, the original despatch consisting of cotton, grain of kinds, oil-seed, &c.	
Ditto ...	Ditto ...	Ditto ...	Chunderpur ...	44	N.	Ditto ...	Ditto ...	Ditto.		
Ditto ...	Ditto ...	Ditto ...	Raygurh ...	50	N.	Ditto ...	Ditto ...	Ditto.		
Kutcha road and the Mahanuddee river.	Pack bullocks and boats.	Ditto ...	Sumbulpur ...	14	N.	Kutcha road and Mahanuddee river.	Boats and bullocks.	2 annas ...	Return freight, where Bunjarahs are engaged in the original trade of grain, &c.	
Ditto ...	Ditto ...	Ditto ...	Raigurh ...	60	N.	Ditto ...	Ditto ...	4 annas.		

ABSTRACT OF ANNEXURE XIV.

Part I.—Salt.

Province.	Division.	Rock salt.	Baḷumba or Bhurtpur.	Sambar.	Sultanpur.	Bombay or Kokan.	Saltmba.	Didwana.	Madras or Bunwar.	Puchbudra or Kansia.	Saltpetre salt.	Other salt.	Total.	Remarks.
Panjab ...	Shahpur	...	...	...	...	...	...	...	...	...	...	...	...	
	Kuhror	...	...	...	...	...	...	...	...	...	...	...	...	
	Hissar	...	...	29,831	...	...	...	2,55,531	...	867	82	3,281	2,89,592	
	Dilhi	...	17	2,46,739	6,88,100	...	50,759	1,20,662	...	305	5	8,827	11,15,414	
	Total ...	...	17	2,76,570	6,88,100	...	50,759	3,76,193	...	1,172	87	12,108	14,05,006	
N. W. Provinces ...	Agra	...	10,59,898	2,46,096	...	...	1,64,372	...	...	...	48	1	14,70,415	
	Jhansi	...	...	62,791	...	...	...	...	...	260	1	77	63,129	
	Total ...	...	10,59,898	3,08,887	...	...	1,64,372	...	...	260	49	78	15,33,544	
Central Provinces ...	Sagar	...	...	25,799½	...	½	...	...	...	83,604	...	150	1,09,554	
	Hoshungabad ...	...	...	281	...	1,10,105	...	...	...	11,431	...	18	1,21,835	
	Nagpur	...	...	...	...	2	...	...	4,38,542	...	...	...	4,38,544	
	Raipur	...	...	...	...	...	...	...	93,015	...	...	...	93,015	
	Total ...	...	...	26,080½	...	1,10,107½	...	...	5,31,557	95,035	...	168	7,62,948	
	Grand Total ...	...	10,59,915	6,11,537½	6,88,100	1,10,107½	2,15,131	3,76,193	5,31,557	96,467	136	12,354	37,01,498	

ANNEXURE XIV.—Continued.

PART II.—Statement showing the course of the Sugar Trade and the quantity crossing each Section of the Inland Customs Line during the year 1870-71.

Name of Division.	Name of Post.	SUGAR. Refined. Umritsur.	Ferozepur.	Multan.	Shujabad.	Khangerh.	Uncertain.	Total.	SUGAR. Unrefined. Umritsur.	Ferozepur.	Multan.	Shujabad.	Khangerh.	Uncertain.	Total.	Total.	From Post. Name of mart below line or sugar source where these are traded with direct from which the post is supplied.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart above line to which the sugar crossing at the post finds its way.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether sugar comes as a return freight, or as an original investment. If the former, what is the original despatch; if the latter, what comes in return for sugar.	Remarks.
																					Per md.							*Per md.*		
Kutcha.	Indus	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....	...	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....
	Phulun	...	...	...	...	9	...	9	...	...	...	...	109	...	.....	118	Multan ...	50	N.	Common road and Chenab river.	Ponies, donkeys, camels, and boats.	Ponies, &c., 5 as. Boats, 4 annas.	Allypur ... Khyrpur ...	6 12	S. S.	Common road and Chenab river.	Ponies, donkeys, camels, and boats.	Camels, 5 annas. Ponies, &c., 8 annas. Boats, 4 annas.	Indigo is generally taken as an original investment, and sugar and other things brought back as a return freight.	
	Chenab	...	...	...	...	607	...	607	...	...	...	...	1,805	...	1,805	2,472	.....	...	.....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....
	Jelalpur	...	...	1,704	31	...	...	1,735	...	...	115	5,088	...	...	5,803	7,538	Multan ...	50	N.	Kutcha road ...	Camels and donkeys.	Large despatches 4 annas. Small despatches 2 pies per camel. 4 annas for donkeys. 1 rupee per camel and 4 annas for donkeys.	Jelalpur ... Bahadurpur ... Bowra ... Kottah ...	Near the post. 5 5 14	S. S.E. S.S.E. S.W.	Common road.	Camels and donkeys.	4 annas ...	Sugar chiefly comes as an original investment on camels, which return with ghee, cloth, &c. The donkeys are generally owned by traders, who go empty and return with sugar.	
																	Sujabad ...	25	N.	Ditto ...	Ditto ...										
	Kulluwalla	...	...	268	422	...	...	690	...	...	174	3,963	...	...	3,837	4,527	Multan ... Sujabad ...	43 28	N. N.	Common road... Ditto ...	Ditto ... Ditto ...	4 annas ... 4 „ ...	Lodra ... Dunrah ... Bhawulpur ...	4 5 12	S. S. S.	Ditto ... Village road Common road.	Ditto ... Ditto ... Ditto ...	4 „ ... 4 „ 6 „	Chiefly an original investment, the carriage going empty to marts and returning with sugar.	
	Kuhror	422	...	1,858	687	...	1	2,900	107	...	269	5,751	...	5	6,152	9,120	Umritsur ...	294	N.E.	248 miles railway, 46 miles common road.	Railway, camels, donkeys, and ponies.	7 „ ...	Kuhror ...	4	S.	Ditto ...	Camels, donkeys, and ponies.	6 pie ...	Chiefly as an original investment, the carriage returning empty; sometimes, however, it comes as return freight for indigo, cotton, oil, ghee, and grain.	
																	Multan ...	46	N.	Common road...	Camels, donkeys, and ponies.	4 „ ...	Bhawulpur ... Musakote ... Tibbi ...	18 8 7	S.W. S. S.	Ditto ... Ditto ... Ditto ...	Ditto ... Ditto ... Ditto ...	2 annas. 1 anna. 1 „		
																	Sujabad ...	30	N.W.	Ditto ...	Ditto ...	4 „ ...									
	Kurrumpur	621	...	469	...	...	...	1,110	355	...	206	...	...	...	561	1,671	Umritsur ...	240	N.E.	Railway, common road,	Railway ... Camels ...	9 annas 6 pies 6 „	Lhadhun ...	13	E.	Customs line road.	Camels and asses.	1 „ ...	As return freight for grain, ghee, and cotton.	
																	Multan ...	57	N.W.	Common road...	Camels and donkeys.	3 „ ...	Kurrumpur ...	½	S.	Ditto ...	Ditto ...	1 „		
	Jumlaira	402	...	...	...	...	...	402	411	...	...	...	...	...	411	813	Umritsur ...	170	N.	Railway and common road.	Railway and camels.	9 „ ...	Tibbi ...	11	S.	Customs road.	Camels ...	3 pie ...	Sometimes as return freight for ghee and sujjee, and sometimes as an original investment. In the latter case the carriage takes back nothing.	
																	Lukhoka ...	3	N.	Village road ...	Donkeys ...	1 anna ...	Sahoka ...	5	S.	Ditto ...	Ditto ...	Ditto.		
	Pakputtun	113	...	...	...	...	...	113	224	...	...	...	...	...	224	337	Umritsur ...	163	N.E.	Railway and district road.	Rail ... Carts ... Camels ...	6 annas 10 „ 8 „	Tibbi Lalshah ...	24	S.W.	Customs road.	Camels ... Carts ... Ponies and donkeys.	2 annas ... 3 „ 6 pie. 1 anna 6 pie.	Sometimes as an original investment, and sometimes in return for cotton, sujjee, &c.	
																	Pakputtun ...	¼	N.	District road...	Camels and donkeys.	6 pie ...	Minchinabad (Bhawulpur territory).	16	S.	Village road.	Camels ... Ponies and donkeys.	2 annas ... 1 anna 6 pie.	For the most part as an original investment, the carriage returning empty.	
	Shahamut	15	...	...	...	...	...	15	50	...	...	...	...	...	50	65	Umritsur ...	100	N.E.	Kutcha road ...	Carts ... Camels ...	8 annas 6 „	Fazilka ...	16	S.E.	Kutcha road.	Camels ... Carts ... Ponies ... Donkeys ...	3 annas ... 3 „ 4 „ 2 „	Sugar comes as an original investment, taking back rice, ghee, coriander, cotton, and other seeds.	
																	Ferozepur ...	50	N.E.	Ditto ...	Carts ... Camels ... Ponies ...	3 „ 8 „									
																	Ferozepur std Rohilla Ghát.	50	N.E.	River ...	Boats ...	4 „ ...	Bhawulpur ... Sukkur ...	150 400	S. S.	River ... Ditto ...	Boats ... Ditto ...	8 „ ... 12 „	Sugar comes as an original investment, taking back iron and pepper.	
	Rohilla Ghát	5	578	...	...	...	...	583	18	5,275	...	...	...	...	5,293	5,876	.....	...	...	.....	.....	.....	.....	...	...	.....	.....	.....	.....	The whole of the sugar crossing this post goes to Fazilka and Sukkur.	
	Total	1,578	578	4,310	1,140	676	1	8,292	1,165	5,275	784	15,102	1,914	5	24,245	32,537															

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ANNEXURE XIV.—Continued.

PART II.—Statement showing the course of the Sugar Trade, &c.

Name of Division.	Name of Port.	SUGAR. Refined. Jullundar Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilcund and Eastern Oudh).	Marts below Allahabad.	Miscellaneous marts.	Uncertain marts.	Total.	SUGAR. Unrefined. Jullundar Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilcund and Eastern Oudh).	Marts below Allahabad.	Miscellaneous marts.	Uncertain marts.	Total.	Total.	Name of mart below line or sugar source where those are traded with direct from which the port is supplied.	From Port. Distance in miles.	From Port. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart above line to which sugar is consigned at the port from its way.	From Port. Distance in miles.	From Port. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether sugar comes as a return freight, or as original investment, and if the latter, what comes in return for the sugar.	Remarks.
																								Per md.						*Per md.*		
Hoshiarpur.	Fazilka	3,028	...	...	...	...	...	...	3,028	7,110	...	...	...	...	...	...	7,110	10,138	Rurka Nikodar Nur Mahal Shukukote Jullundar	95 86 80 80 110	N.E. N.E. N.E. N.E. N.E.	Kutcha road, viâ Ferozepur.	Camels and carts.	The goods are brought in the owners' carts, and if hired 4 as. per maund is paid.	Surutgurh Minchinabad Bhawulpur Ubahur Umonka Bikanir Surdargurh	180 30 140 22 10 140 50	S.E. S.E. S.E. S.E. S.E. S.E. S.E.	Kutcha road. Ditto Ditto Ditto Ditto Ditto Ditto	Camels Ditto Ditto Ditto Ditto Ditto Ditto	12 annas 4 „ 10 „ 2 „ 1 anna. 10 annas. 6 „	The sugar is principally an original investment, and in return Bhargrees take sujjee, till-seed, and wool, or any profitable article; but the former is the main staple in the return freight.	
	Uruiwalla	28	...	63	...	...	...	...	91	13	...	...	...	...	...	...	13	104	Mukuteur	16	N.	Kutcha road	Camels and ponies.	The goods are brought on owners' carriage.	Ubahur and villages above line.	15	S.	Village road.	Camels and ponies.	.....	The camels, &c., go empty and bring sugar.	
	Mullout	39	91	...	...	...	...	...	130	159	192	...	...	...	...	...	351	481	Mukuteur Ferozepur Bhaleka Kote Kurranwalla	16 50 8 5	N. N. N. N.	Village road	Camels, ponies, and carts.	Ditto	Ubahur and villages near the line.	16	S.	Ditto	Camels, carts, and ponies.	.....	The sugar is principally an original investment, and occasionally it comes in exchange for sujjee.	
	Lambi	...	3	...	...	...	...	...	3	...	3	...	...	...	...	...	3	4	Tulwundee	23	N.W.	Ditto	Camels	From 12 annas to 1 rupee.	Ellenabad	24	S.W.	Kutcha road.	Camels	1 to 1½ rupee per camel.	The camels go empty and bring sugar.	
																			Bhattinda	37	N.	Ditto	Ditto	From 1 to 1½ rupee.								
	Dubwali	...	322	...	...	...	...	...	322	...	632	...	...	...	...	...	632	954	Bhattinda	20	N.	Kutcha road	Ditto	1 rupee 3 annas per 6 mds. camel-load.	Choutallah	20	S.W.	Ditto	Ditto	1 rupee 3 annas per camel-load of 9 mds.	Generally as an original investment; occasionally sujjee forms a return freight.	
	Odhan	...	5	...	...	...	...	...	5	...	30	...	...	...	...	...	30	35	Tilwundee	23	N.E.	Village road	Ditto	From 12 annas to 1 rupee per camel.	Ellenabad	24	S.W.	Ditto	Ditto	1 to 1½ rupee per camel-load.	The camels go empty and bring sugar.	
																			Bhattinda	37	N.	Ditto	Ditto	1 to 1½ rupee per camel.								
	Sahuwalla	67	137	335	...	...	...	...	539	4,798	1,345	7,787	...	...	...	...	13,930	14,469	Jullundar	200	N.	Common village road.	Carts and camels.	1 rupee.	Ellenabad Jikanir	23 200	S. S.	Ditto	Ditto	2 annas per maund for an average distance of 20 miles.	Original investment, and the traders bring back wood, sujjee, &c.	
																			Puttialla	120	N.E.	Ditto	Ditto	12 annas	Jodhpur	300	S.					
																			Nabha	120	N.E.	Ditto	Ditto	12 „	Joypur	160	S.					
																			Shamli	220	E.	Ditto	Ditto	1 rupee 4 annas.	Sirsa	10						
	Durbi	2,907	...	3,026	...	...	...	...	5,933	25,750	2,038	3,000	...	...	...	...	30,788	35,821	Kunna, a village in the Jullundar Doab.	80	N.W.	Village road	Ditto	Owners' carriage.	Jodhpur	200	S.	Village road.	Ditto	Belong to owners.	Ditto.	
	Jodka	...	...	7,472	...	...	...	4,364	11,836	...	...	17,447	...	...	...	9,306	26,753	38,589	Bagput Shamli	135 100	E. E.	Kutcha road	Ditto	2 and 3 annas per maund at an average rate for 20 miles.	Sirsa	13	W.	Kutcha road.	Carts and camels.	2 annas per maund for an average distance of 20 miles.	Original investment, the traders take back salt, &c., as a return freight.	
	Bhattu	...	...	...	...	...	...	289	289	...	...	...	...	...	...	673	673	962	Futtiabad Hissar	9 27	N.E. E.	Ditto Ditto	Ditto Ditto	1 anna 1 rupee per camel.	Sirsa	20	S.W.	Ditto	Camels	2 annas	Sugar comes as an original investment, and the traders usually bring back wool, sujjee, and Lahori salt, &c.	
	Ladut	...	...	...	...	...	...	223	223	...	...	...	...	...	...	502	502	725	Hissar	12	N.	Ditto	Camels	1 anna	Villages near the line.	...	...	Ditto	Ditto	4 „	Sugar comes as a return freight for salt.	
	Hissar	...	1,807	2,055	...	...	...	...	3,862	...	2,552	2,500	...	...	...	...	5,052	9,004	Gohana	60	...	Ditto	Carts and camels.	4 annas	Balsamund	14	S.	Ditto	Carts and camels.	1 anna	In some cases as return freight for salt, in others as original investment, and takes salt in return, or rice seed.	
																			Shamli	90	N.	Ditto	Ditto	6½ „								
																			Panipat	75	N.	Ditto	Ditto	6 „								
	Hansi	...	...	485	...	...	...	...	651	1,136	...	801	...	...	...	1,075	1,936	3,042	Shamli	95	N.	Ditto	Carts	8 „	Bhiwani	28	S.E.	Ditto	Carts	3 annas	Sugar has for the most part come as a return freight in carts that took salt below line.	
																			Gohana	42	N.		Camels	5 „					Camels	3½ „		
																									Balsamund	40	S.W.	Ditto	Carts	5 „		
																													Camels	6 „		
	Mundhall	...	...	1,469	3,120	...	...	...	4,589	...	4,841	3,250	...	...	...	...	8,091	12,700	Shamli Gohana	95 42	N.E. N.E.	Ditto	Ditto	Ditto	Bhiwani Balsamund	15 40	S. S.	Ditto	Carts Camels	3 „ 5 „	Sugar, mostly of the better description, is taken up from these marts partly in exchange for salt brought from Bhiwani, and partly as an original investment. The carts, &c., taking the latter bring back salt as a return freight.	
	Mohim	6,621	...	8,112	...	...	...	...	14,743	27,871	...	22,002	...	...	...	...	49,873	64,616	Shamli Saharunpur Gohana	95 108 30	N. N.E. N.E.	Ditto	Carts, camels, and asses.	1 anna 6 pie for every 20 miles.	Bhiwani	16	S.W.	Village road.	Carts, camels, and donkeys.	3 „	Mostly all the sugar which comes through this port is brought as a return freight for salt; occasionally other article is brought as an original investment, and salt is carried back.	
	Bussawal	...	19,091	9,005	7,051	...	...	7,349	43,096	...	70,113	60,911	45,000	...	...	14,021	1,90,045	2,33,141	Shamli Gohana Bagput	100 80 75	N. N. N.	Ditto	Chiefly carts, occasionally asses, &c.	2 annas at an average distance of 20 miles.	Ditto	15	S.	Ditto	Chiefly carts, occasionally camels.	1 anna 6 pie.	The bulk of the sugar is brought in return for salt; a portion comes as an original investment, salt being taken back.	
	Total	11,800	23,519	33,798	7,051	...	...	12,876	89,034	65,701	82,376	1,16,897	45,000	...	...	25,677	3,35,751	4,24,785													

ANNEXURE XIV.—Continued.

PART II.—Statement showing the course of the Sugar Trade, &c.

Name or Division.	Name of Post.	SUGAR. Refined. Jullundur Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Bohilcund and Eastern Oudh.)	Marts below Allahabad.	Miscellaneous marts.	Uncertain marts.	Total.	SUGAR. Unrefined. Jullundur Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Bohilcund and Eastern Oudh.)	Marts below Allahabad.	Miscellaneous marts.	Uncertain marts.	Total.	Total.	Name of mart below line of sugar centres where those are traded with direct from which the post is supplied.	From Post. Distance in miles.	Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart above line to which the sugar crossing at the post finds its way.	From Post. Distance in miles.	Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether sugar comes as a return freight, or as an original investment. If the former, what is the original destination of the carts, what comes in return for the sugar.	Remarks.
																								Per mound per mile.						*Per mound per mile.*		
Delhi	Awul	...	31,854	27,993	451	...	...	...	60,297	...	32,810	59,927	...	...	...	...	92,737	1,53,034	Pillibhit	220	E.	Partly kutcha and partly pukka.	Carts and camels.	1 pie	Bhewani and villages in the neighbourhood of line.	20	S.W.	Kutcha road.	Carts and camels.	1 pie	Sugar is brought mostly as a return freight; occasionally it turns as an original investment.
																			Kurnaul	96	N.E.	Ditto	Ditto'								
																			Shamli	96	N.E.	Kutcha road	Ditto.								
																			Bagput	52	N.E.	Ditto	Ditto.								
																			Soneput	47	N.E.	Ditto	Ditto.								
																			Saharunpur	160	N.E.	Ditto	Ditto.								
																			Shajehanpur	218	S.E.	Partly pukka and partly kutcha.	Ditto.								
	Bari	...	1,19,086	28,811	...	8,428	...	...	1,56,325	...	7,375	56,922	1,905	8,002	...	...	74,204	2,31,219	Pillibhit	194	E.	Ditto	Ditto	1 „	Ditto	30	N.W.	Ditto	Ditto	1 „	Ditto.	
																			Kurnaul	90	N.E.	Kutcha	Ditto.								
																			Shamli	96	N.E.	Ditto	Ditto.								
																			Bagput	52	N.E.	Ditto	Ditto.								
																			Soneput	47	N.E.	Ditto	Ditto.								
																			Saharunpur	168	N.E.	Ditto	Ditto.								
																			Shajehanpur	218	E.	Partly pukka and partly kutcha road.	Ditto.								
	Jhajjur	...	7,362	18,376	3,851	23,047	...	...	52,636	...	39	27,801	187	42,719	...	...	70,706	1,23,602	Pillibhit	190	E.	Ditto	Ditto.	1 „	Rewari	39	S.	Ditto	Ditto	1 „	Ditto.	
																			Kurnaul	90	N.E.	Ditto	Ditto.		Bhewani and villages in the neighbourhood of the line.	35	W.					
																			Shamli	94	N.E.	Kutcha road	Ditto.								
																			Bagput	50	N.E.	Ditto	Ditto.								
																			Soneput	43	N.E.	Ditto	Ditto.								
																			Saharunpur	147	N.E.	Ditto	Ditto.								
																			Shajehanpur	210	E.	Partly pukka and partly kutcha road.	Ditto.								
	Badli	...	12,736	1,513	19,707	...	...	...	33,956	...	61,257	5,254	...	...	...	...	66,511	1,01,467	Bagput	48	E.	Kutcha road	Ditto.	1 „	Rewari	23	S.	Ditto	Ditto	1 „	Ditto.	
																			Dhunnowra	150	E.	Ditto	Ditto.		Furruckuggur	8	S.					
																			Chundowsi	137	E.	Partly pukka and partly kutcha.	Ditto.		Puttoh and neighbouring villages.	15	S.					
																			Pillibhit	182	E.	Ditto	Ditto.								
	Gurhi Harsru	...	13,014	7,502	...	14,332	...	...	34,848	...	2,400	5,835	...	7,661	...	...	15,896	50,744	Delhi	23	E.	Kutcha road	Carts	1 „	Rewari	46	S.W.	Ditto	Ditto	1 „	Ditto.	
																			Dhunnowra	150	E.	Ditto	Ditto.		Furruckuggur and villages in the neighbourhood.	7	S.W.					
																			Meerut	54	E.	Partly pukka & partly kutcha.	Cart and rail.								
																			Shajehanpur	201	E.	Ditto	Ditto.								
	Bhundsi	...	...	...	9,886	...	...	...	9,886	...	...	61,944	...	...	...	...	61,944	71,830	Bagput	48	E.	Kutcha road	Carts and camels.	1 „	Sonah	8	S.	Ditto	Ditto	1 „	Ditto.	
																								Noh and villages in the neighbourhood.	14	S.					
																			Dhunnowra	150	E.	Ditto	Ditto.								
																			Pillibhit	182	E.	Kutcha and pukka road.	Ditto.								
	Sylani	...	...	...	2,210	...	...	...	2,210	...	...	2,300	...	...	...	...	2,300	4,510	Dhunnowra	140	E.	Kutcha road	Carts	1 „	Sonah	44	W.	Ditto	Ditto	1 „	Ditto.	
																								Noh	15	S.					
	Pulwul	...	...	19,025	25,256	...	...	...	44,281	...	...	34,305	22,626	...	...	...	56,931	1,01,212	Dhunnowra	100	E.	Ditto	Carts and camels.	1 „	Ferozepur	24	S.W.					
																			Pillibhit	170	E.	Partly kutcha & partly pukka.			Alwar	45	S.W.	Ditto	Ditto	1 „	Ditto.	
																								Ferozepur	26	S.W.					
																			Chundowsi	110	N.E.	Ditto.			Noh	21	S.W.					
																			Shajehanpur	180	E.	Ditto.			Hattras	6	S.W.					
	Hodal	...	...	3,538	1,230	1,154	...	...	5,910	...	...	6,226	1,630	2,127	...	...	10,283	16,193	Dhunnowra	85	N.E.	Kutcha road	Ditto	1 „	Ferozepur Hattin and villages in the neighbourhood.	27	W.	Ditto	Ditto	1 „	Ditto.	
																									9	S.W.					
	Total		1,89,652	1,00,935	59,591	46,961	...	...	4,02,139	...	1,03,901	2,60,814	26,348	60,599	...	...	4,51,662	8,53,801														
Agra.	Koey	...	...	...	...	...	...	17,998	17,998	...	...	...	...	...	...	...	42,033	42,031	Dhunnowra	105	N.W.	Kutcha road	Carts	9 annas	Bhurtpur	20	S.	Kutcha road.	Carts	4 annas	Chiefly as an original investment and occasionally as a return freight; when the former, the carts return with salt, goor, and other articles, or vice versâ.	
																			Bagput	90	N.	Ditto	Ditto	6 annas 6 pie								
																			Hattras	45	S.E.	Kutcha and pukka road.	Carts and camels.	4 „	Sahar	10	S.	Kutcha and pukka road.	Carts and ponies.	1 anna.		
	Chouhuoka	...	4,185	5,333	213	...	...	540	10,200	...	672	1,016	...	...	...	...	1,331	7,019	17,309	Mottra	10	E.	Pukka road	Carts & ponies	9 pie	Sahar	5½	...	Village road	Carts	6 pie	Mostly return freight for grain, cotton, &c. Both original and in return for salt and cotton.	
																			Hattras	32	N.E.	Ditto	Carts	13 annas 4 pie					Ponies	1 anna.		
																			Shajehanpur	175	N.E.	Ditto	Ditto	11 annas.								
																			Fyzabad	331	N.E.	Ditto	Ditto	16 „								
																			Ghaseepur	402	E.	Pukka road and rail.	Ditto	1 anna 3 pie to Hattras, thence by rail.	Khera	10	...	Ditto	Cart	1 „	Return for salt.	
	Carried over	...	4,185	5,333	213	...	...	18,538	28,269	...	672	1,016	...	...	...	...	47,364	49,052	77,340													

ANNEXURE XIV.—Continued.

PART II.—Statement showing the course of the Sugar Trade, &c.

AGRA.—Continued.

Name or Terminus.	Name or Post.	SUGAR. Refined. Jullundur Doab.	Refined. Right bank of the Jumna.	Refined. Ganges Doab.	Refined. Left bank of the Ganges (Bokhtound and Eastern Oudh).	Refined. Marts below Allahabad.	Refined. Miscellaneous marts.	Refined. Uncertain marts.	Refined. Total.	Unrefined. Jullundur Doab.	Unrefined. Right bank of the Jumna.	Unrefined. Ganges Doab.	Unrefined. Left bank of the Ganges (Bokhtound and Eastern Oudh).	Unrefined. Marts below Allahabad.	Unrefined. Miscellaneous marts.	Unrefined. Uncertain marts.	Unrefined. Total.	Total.	Name of mart below this or mart or place in Oudh from which the post is supplied.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage in line.	Name of mart above line to which the sugar crossing at this post finds its way.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether sugar comes as a return freight, or as an original investment. If the former, what is the original destination of the carts which return for the sugar.	Remarks.
																								Per md.						*Per md.*		
	Brought forward	...	4,185	5,552	213	...	...	18,538	28,286	...	672	1,016	...	...	...	47,264	49,052	77,340													
	Sittoha	...	6,049	22,834	1,781	...	...	81	30,744	...	4,531	27,989	5,403	...	...	5,000	43,083	73,827	Muttra	3	N.E.	Kutcha road	Carts and camels.	·03	Deeg	16	N.	Pukka road	Carts	·12	Mostly original investment, sometimes as return freight, grain cotton, &c.
																			Hattras	20	N.E.	Ditto	Ditto	·18	Kanair	20	W.	Kutcha and pukka road.	Ditto	·14	
																			Fyzabad	240	N.E.	Ditto	Ditto	·93	Sonko	12	W.	Ditto	Ditto	·08	
																			Shajehanpur	200	N.E.	Ditto	Ditto	·80	Gordhun	10	W.	Ditto	Ditto	·08	
	Tarsi	...	4,369	19,294	246	...	...	936	24,745	...	2,390	35,934	902	...	...	6,199	48,425	73,170	Hattras	24	N.	Ditto	Ditto	3 annas 9 pie	Bhurtpur	17	S.	Pukka road	Ditto	2 annas 6 pie.	
																			Muttra	6	N.	Ditto	Ditto	6 pie.	Dhonsa	64	S.	Ditto	Camels	10 annas 12 annas.	
																			Bindrabun	12	N.N.	Ditto	Ditto	1 anna 6 pie	Jeypur	96	...	Ditto.			
																			Koel	50	N.	Ditto	Ditto	4 annas 6 pie.							
																			Kasgunj	64	N.	Ditto	Ditto	5 „ 3 „							
																			Shajehanpur	160	N.	Kutcha and pukka road.	Ditto	13 „ 6 „							
																			Bareilly	180	N.	Ditto	Ditto	13 „ 8 „							
																			Pillibhit	178	N.	Ditto	Ditto	15 „							
																			Chandowsi	117	N.	Ditto	Ditto	9 „							
																			Dhumowra	140	N.	Ditto	Ditto	10 „							
	Furrah	...	1,382	...	...	...	...	1,306	2,688	...	3,676	...	...	...	...	3,908	7,484	10,172	Agra	20	E.	Pukka road	Carts	1 „ 9 pie	Sonk	16	W.	Kutcha road	Carts	2 annas	As a return freight, and at times as an original investment.
																			Hattras	26	N.W.	Kutcha road	Ditto	3 „ 6 „	Gordhun	22	W.	Ditto	Ditto	2 „ 3 pie.	As an original investment.
	Bichpuri	...	90,383	...	...	...	...	...	90,383	...	52,174	...	...	...	...	...	52,174	1,51,557	Agra	7	E.	Pukka road	Chiefly carts, and few camels and bullocks.	Average for the year 10 annas per md. to Jeypoor, and 5 annas return freight to Bhurtpoor.	Bhurtpur	50	W.	Pukka road.	Carts and camels.	Average 3 annas.	The sugar has been sometimes brought from Agra on camels that took Bunnahs from Bhurtpur; also on the light carts that convey Bunnahs from the lake and cotton from Jeypur. Bullocks return unladen.
																									Jeypur	108	W.	Ditto	Carts and bullocks.	10 annas.	
	Mulpurah	...	24,988	...	...	...	...	...	24,988	...	23,993	...	...	...	...	...	23,993	48,981	Ditto	6	W.E.	Pukka and kutcha.	Carts	9 pie	Kuraoli	9	S.W.	Kutcha road.	Camels	10 „ 6 pie.	Sugar generally comes as an original investment, frequently also as return freight, original investment being cotton stores from Bhurtpoor States.
																						Bullocks	1 anna.						Bullocks	14 annas.		
																						Camels	1 anna 6 pie.	Jugnir	28	S.W.	Ditto	Carts	3 „		
																												Bullocks	3 „ 6 pie.		
	Kukubah	...	47,932	...	...	...	...	...	47,932	...	23,583	165	...	...	...	148	23,896	71,828	Ditto	6	N.	Metalled road.	Carts	0·3	Gwalior	70	...	Metalled road.	Carts	0·28	Sugar comes as an original investment, red stone and grain being taken in return.
																							Camels	0·6					Camels	0·50	
																							Bullocks	0·3							
	Dhimsiri	...	20,585	...	...	...	...	...	20,585	...	...	...	...	...	...	...	...	20,585	Ditto	17	N.W.	Kutcha road.	Camels, bullocks, and carts.	2 annas	Kotah	100	S.	Kutcha road.	Ditto	7 Rs.	The bullocks are the property of the traders; the camels generally return vid Sambar and bring salt, and sometimes vid Gwalior with cotton.
																									Gwalior	80	S.	Ditto.	Bullocks	3 Rs. per bullock of 3 mds.	
	Futtehabad	...	1,117	...	...	3,601	...	...	4,718	...	1,540	113	...	...	...	...	1,653	6,373	Mirzapur	90	S.E.	Rail 886 miles, kutcha 15 miles.	Train and camels.	4 „	Pinahut	12	S.E.	Ditto	Carts, asses, and camels.	2 annas	Sugar is an original investment, the camels go empty to the Ferozabad Station for it; carriage conveys cereals to Agra as a return freight.
																			Agra	21	W.	Pukka 15 miles, kutcha 6 miles.	Ditto	4 „	Rajakhera	14	S.	Ditto	Bullocks, camels, and asses.	3 „	
																			Sirsagunj	32	E.	Kutcha road	Bullocks	5 „ 4 pie.	Umbah	30	S.E.	Ditto	Ditto	5 „ 6 pie.	
																													Jhalra Patun	250	S.	Pukka 148 miles, kutcha 102 miles.	Camels	2 Rs.	Carriage conveys hemp and cereals; sugar is a return freight.
	Gujsourah	...	...	...	107	...	...	...	107	...	...	13,580	...	1,116	...	...	14,616	14,723	Agra	2	N.W.	Pukka 15 miles, kutcha 6 miles.	Ditto	3 „	Pinahut	5	S.	Kutcha road.	Bullocks	5 annas	Sugar comes as an original investment, and the carriage goes empty.
																			Shajehanpur	144	N.	Kutcha	Camels	1 re.	Umbah	42	S.	Ditto	Ditto	7 „	
																			Sirsagunj	20	N.	Ditto	Bullocks and camels.	5 annas.	Gwalior	60	S.	Ditto	Ditto	10 „	
	Bah	...	...	...	...	192	4,270	...	...	4,462	...	...	13,488	...	7,689	...	21,177	25,639	Bateshur	10	N.	Ditto	Bullocks	2 „							
																			Mirzapur	600	S.	Boats	5 annas 6 pie	Jurar	2	S.W.	Ditto	Camels and bullocks.	6 pie	Boats taking cotton and return with sugar.
																			Shajehanpur	135	N.	Kutcha	Bullocks	12 „	Pinahut	14	S.W.	Ditto	Ditto	2 annas 6 pie.	Carts go empty and bring back sugar, iron from Gwalior, and grain from other parts, and return with sugar.
																			Sirsagunj	22	N.	Ditto	Carts	1 Re. 2 annas.	Gwalior	65	S.	Ditto	Bullocks	12 annas.	
																						Ditto	3 annas.						Carts	10 „	
																													Camels	12 „	
	Jeitpura	...	...	...	5	...	...	35	40	...	...	32	...	...	...	13,739	13,773	13,812	Kurhaul	24	N.	1856	Bullocks	9 „	Huthkant	2	S.	Ditto	Bullocks	1 anna 2 pie	Carriage goes empty and returns with sugar and goor.
																			Jeswuntnugger	15	N.	1856	Ditto	6 „	Ahair	7	S.	Ditto	Ditto	4 annas.	
																			Etawah	24	E.	Ditto	Ditto	9 „	Gwalior	65	S.	Ditto	Ditto	2 Rs. 8 annas.	
	Carried over	...	2,09,930	47,787	2,452	7,871	...	20,896	2,88,936	...	1,31,491	92,220	6,385	8,805	...	67,448	3,05,139	5,94,029													

ANNEXURE XIV.—Continued.

PART II.—Statement showing the course of the Sugar Trade, &c.

Name of Post.	SUGAR. Refined. Jullundur Doab.	Right bank of the Jumna.	Gangoe Doab.	Left bank of the Ganges (Rohilcund and Eastern Oudh).	Marts below Allahabad.	Miscellaneous marts.	Cheetahs marts.	Total.	SUGAR. Unrefined. Jullundur Doab.	Right bank of the Jumna.	Gangoe Doab.	Left bank of the Ganges (Rohilcund and Eastern Oudh).	Marts below Allahabad.	Miscellaneous marts.	Cheetahs marts.	Total.	Total.	Name of mart below Mau or sugar station where the traffic with others from which the good is supplied.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage to Mau.	Name of mart above Mau to which sugar crossing at the post should go on its way.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether sugar comes as a return freight, or as an original investment. If the former, what is the original freight, and what comes in return for the sugar.	Remarks.
																							Per md.						*Per md.*		
Brought forward	...	2,09,880	47,597	2,472	7,871	...	20,806	2,88,080	...	1,21,491	92,220	6,395	8,805	...	67,448	3,05,159	5,94,039														
Sumilal	...	...	...	...	...	...	37	37	...	...	...	...	...	...	4,312	4,312	4,349	Jaswuntnuggur	10	N.	Kutcha foot track.	Bullocks ...	14 annas ...	Pachgaon ...	2	S.E.	Foot track	Bullocks and head-load.	'05	Sugar comes as a return freight in return for grain, tobacco, and gerao, and iron only now and then; sometimes sugar comes as an original investment, in which case bullocks go to Jaswuntnuggur empty to bring sugar.	
																								Chilonga ...	3	S.	Ditto ...	Bullocks ...	'07		
																								Aiser ...	15	S.	Ditto ...	Ditto ...	'21		
																								Dhalagun ...	8	S.	Ditto ...	Ditto ...	'12		
Burhpura	...	...	...	5,574	11,324	...	...	...	16,898	...	...	23,756	196	...	...	23,779	47,030	64,628	Etawah ...	6	N.	Pukka road. ...	Carts, bullocks, and camels.	2 pie ...	Gwalior ...	66	S.	Kutcha road.	Carts, bullocks and camels.	2 pie ...	Carts return empty, sometimes they bring from from Gwalior.	
																			Shajehanpur ...	130	N.	Ditto ...	Ditto ...	1 ,,								
																			Dataguni ...	130	N.	Ditto ...	Ditto ...	1 ,,								
																			Cawnpur ...	100	N.	Rail up to Etawah.	Rail ...	1 anna 3 pie.								
Chuckerungur	...	...	...	...	...	...	105	105	...	...	...	...	...	...	5,145	5,145	5,250	Lucknu ...	6	S.	Kutcha ...	Bullocks ...	1 Re. 2 annas	Polowli ...	16	N.	Footpath ...	Bullocks and head-loads.	4 annas ...	Return freight for cotton, grain, and ghee from Gwalior territory.	
Total	...	2,09,880	53,059	13,862	7,871	...	21,038	3,05,730	...	1,21,491	1,15,976	6,201	8,805	...	1,09,683	3,02,540	6,08,260														
Jugumunpur	...	...	...	196	...	...	...	...	196	...	...	194	...	...	...	...	194	390	Cawnpur ...	9	E.	Pukka 24 miles, kutcha 56 miles.	Camels ... Bullocks ... Ponies ...	'4 '3 '3	.....	...	...	...	...	...	Original investment ...	The whole of the sugar crossing this post is locally consumed.
																			Culpi ...	38	S.S.W.	Pathway ...	Camels ... Bullocks ... Ponies ...	'4 '3 '3								
Jalown	...	...	...	...	...	2,973	...	...	2,973	...	...	4,343	...	...	...	4,343	7,316	Cawnpur ...	80	E.	Kutcha and pukka road.	Bullocks and carts.	'37	.....	...	...	...	...	...	Original investment ...	Ditto.
																			Calpi ...	24	E.	Ditto ...	Ditto ...	'25								
																			Lucknow ...	112	E.	Ditto ...	Ditto ...	'75								
Kunch	...	...	...	...	4,834	1,500	...	...	6,334	...	...	...	19,200	4,594	...	23,860	30,194	Cawnpur ...	92	...	Kutcha raised road as far as Orai district, 22 miles from thence pukka to Calpee and Cawnpoor.	Carts ...	'48	Duttiah ...	52	N.W.	Kutcha raised road to Mote and thence village road.	Carts ...	'31	This year sugar and goer have been brought on the return carriage that took grain and linseed to Cawnpur.	
																			Calpi ...	41	...	Ditto ...	Ditto ...	'33	Jhansi ...	52	N.	Ditto ...	Ditto ...	'31		
Ingni	...	...	...	9,903	...	...	...	...	9,903	...	...	6,190	...	...	...	6,190	16,093	Cawnpur ...	92	E.	Pukka road ...	Ditto ...	'50	Ditto ...	49	N.	Pukka road	Ditto ...	'12	Original investment; carts return laden with grain, cotton, rice.	
Erich	...	...	...	153	...	...	...	...	153	...	...	1,134	...	...	111	1,245	1,398	Kunch ...	14	N.E.	Kutcha road ...	Bullocks ...	'23	Sumpthar ...	10	N.W.	Kutcha road.	Ditto ...	'19	As an original investment, the carriage returning laden with ghee and cotton.	
																			General ...	10	S.E.	Ditto ...	Carts ...	...	Ditto ...	10	N.W.	Ditto ...	Ditto ...	'19	Comes as an original investment, the carriage returning empty.	
Chirgaon	...	...	...	236	...	...	...	...	236	...	...	805	306	...	1,956	...	2,567	2,803	Cawnpur ...	32	E.	Pukka road ...	Ditto ...	'75	Bhankare ...	10	W.	Ditto ...	Ditto ... Bullocks ...	'08 '12	This year the traders have taken ghee and oil and brought back sugar and goor.	
																			Calpi ...	62	E.	Ditto ...	Ditto ...	'75								
																			General ...	20	E.	Kutcha ...	Ditto ... Bullock ...	'75 '25								
																			Hant ...	44	E.	Ditto ...	Carts ... Bullocks ...	'75								
																			Kunch ...	34	N.	Pukka and kutcha.	Carts ...	'75								
Burragaon	...	...	...	10	...	...	28	38	...	...	...	...	...	...	1,054	...	1,054	1,092	Rauth ...	48	E.	Kutcha road ...	Two-bullock carts.	'22	Jhansi ...	9	S.W.	3 miles pukka, 6 miles village road.	Carts ... Bullocks ...	'09 '13	As a return freight.	
																			Newari ...	12	S.	Village road ...	Bullocks ...	'18								
Jhansi	...	...	...	5,970	4,324	...	...	271	10,969	...	...	299	...	...	2,005	...	2,374	12,843	Cawnpur ...	140	N.W.	Pukka road ...	Carts and bullocks.	'75	Jhansi ...	3	W.	Pukka road.	Carts and bullocks.	'09	Original investment, the carts taking back salt, grain, &c.	
																			Badshapur ...	310	N.W.	Ditto ...	Ditto ...	1·12	Kotah ...	180	S.W.	Pukka and kutcha road.	Bullocks and camels.	1·50		
Bubing	...	...	...	...	...	...	...	...	.....	...	...	.....	.....	...	308	...	308	.....	...	...	.....	.....	.....	.....	...	...	.....	.....	.....	.....	
Talbehat	...	...	...	530	...	656	...	...	1,186	...	...	...	...	...	181	...	181	1,367	Mirzapur ...	200	S.E.	Country cart track.	Bullocks ...	Private ...	Kotah Bundee	260	W.S.W.	About 75 miles kutcha and the remainder a made road.	Bullocks ...	3·	Sugar comes as an original investment and the carriage brings back salt in return.	
																			Badshapur ...	300	E. & S.E.	Ditto ...	Ditto ...	Ditto ...	Ojein ...	225	S.	Ditto ...	Ditto ...	75		
Carried over	...	...	...	17,088	9,062	4,629	...	290	31,578	...	...	13,225	19,572	4,594	4,825	...	42,216	73,794														

ANNEXURE XIV.—Continued.

PART II.—Statement showing the course of the Sugar Trade, &c.

Name of Division.	Name of Post.	SUGAR. Refined. Jullundur Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilkund and Eastern Oudh.)	Marts below Allahabad.	Miscellaneous marts.	Uncertain marts.	Total.	SUGAR. Unrefined. Jullundur Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilkund and Eastern Oudh.)	Marts below Allahabad.	Miscellaneous marts.	Uncertain marts.	Total.	Total.	Name of mart below line of empire source where those are traded with direct from which the post is supplied.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage in like.	Name of mart above line to which there is crossing of the post finds its way.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether sugar comes as a return freight, or as an original investment, and whether sold on arrival or despatch; if the latter, what comes in return for the sugar.	Remarks.
	Brought forward	...	...	17,088	9,062	4,929	...	289	31,579	...	...	13,225	19,572	4,594	4,825	...	42,016	73,594						*Per md.*						*Per md.*		
Jhansi—Continued.	Basai	...	...	...	283	2,548	...	...	2,831	...	...	...	...	8	295	...	303	3,134	Mirzapur Bhiljhona Deoria Murrowli	200 9 4 15	E. E. S.E. E.	Kutcha road Country road Ditto Ditto	Bullocks Ditto Ditto Ditto	1·25 ·12 ·16 ·25	Jakhora	10	W.	Country cart track.	Bullocks	·12	Traders go with empty bullocks and return loaded with sugar as an original investment. Beoparies go with empty bullocks and bring the goor as an original invest.	
	Lalitpur	...	...	3,563	1,557	10,772	...	88	15,980	...	...	1,731	...	...	2,430	...	4,161	20,141	Mirzapur Baldahapur Cawnpur	280 300 180	E.N.E E.N.E E.N.E	Kutcha road Ditto Ditto	Carts Bullocks Ditto	1·50 1·50 1·	Kota Patan Mundleesur	210 420	S.E. S.E.	Kutcha road. Ditto	Ditto Ditto	1·50 2·	Sugar comes as return freight in return for salt.	
	Gunah	...	...	731	...	...	...	...	731	...	...	1,131	...	...	4,902	...	6,055	6,786	Mahroni	18	...	Ditto	Two-bullock carts and bullocks.	·60	Khorsie Khimlasa	29 19	S.W. S.W.	Village road. Kutcha road.	Two bullock carts. Bullocks	·75 ·60	Sugar for the most part comes as an original investment, the carriage returning with salt or wheat.	
	Total	...	...	21,382	10,902	18,449	...	387	51,120	...	...	15,986	19,572	4,602	12,452	...	52,535	1,03,655													
Sagar.	Malthone	...	...	177	...	...	38	...	215	...	56	...	...	...	4,899	...	4,955	5,170	Mahroni	25	N.N.E	Kutcha road	Bullocks	2 annas 6 pie	Khorai	24	S.W.	Village road	Bullocks	2 annas 6 pie	Original investment for the most part, bullocks returning with salt and grain.	
	Bandri	...	...	...	...	252	29	...	281	...	...	...	...	82	13	...	95	376	Sagar Jubbulpur	16 113	S. E.	Ditto Jungle path and kutcha road.	Ditto Ditto	2 „ 6 „ 1 rupee.	Ditto	194	W.	Jungle track	Ditto	3 „ 6 „	Sugar is taken back in return for grain and salt.	
	Sagar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	.....	.....	.....	.....	...	...	.....	.....	.....	.....	
	Tilli	...	...	...	...	15,161	...	...	15,161	...	...	...	...	5,275	...	...	5,275	20,436	Mirzapur	287	N.E.	Kutcha road	Carts and bullocks.	1 rupee 6 pie	Bhopal	72	S.W.	Kutcha road	Carts and bullocks.	13 annas	Comes as an original freight; carriage from Sagar returns as far as Jubbulpur with grain and oil-seed.	No sugar exported by this post.
	Gourjhawur	...	...	...	...	1,034	2	...	1,036	...	...	...	...	29	...	...	29	1,065	Rehli Gurakota	11 21	E. N.	Ditto Ditto	Ditto Ditto.	.....	Ditto	...	...	.....	.....	.....	Grain is brought back in return.	
	Deori	...	...	...	...	35	8	...	43	...	...	...	...	86	21	...	107	150	Jubbulpur	93	S.E.	43 miles kutcha road, 50 miles rail.	Bullocks for 40 miles.	9 annas	Kesli	18	W.	Jungle track	Bullocks	3 annas	Original investment.	
																			Gurakota Rehli	27 18	E. E.	Cart tracks Ditto	Bullocks Ditto	4 „ 6 pie. 3 „							
	Tendukhera	...	...	...	...	124	...	...	124	...	...	...	...	...	44	...	44	168	Narsingpur	30	E.	Kutcha road	Ditto	5 „	Deori, in Bhopal.	12	S.W.	Kutcha road	Ditto	3 „		
																			Gadurwarra	23	...	Ditto	Ditto	3 „	Khimeria	6	S.W.	Ditto	Ditto	1 „ 6 pie.		
	Puloha	...	...	...	...	322	...	...	322	...	...	...	...	...	...	...	...	322	Ditto	7	E.	Ditto	Carts Bullocks	1 „ 3 „ 1 „ 6 „	Deori	9	N.	Ditto	Carts Bullocks	2 annas 4 „	Sugar comes as an original investment.	
	Sainkhera	...	...	...	...	415	...	...	415	...	...	...	...	...	...	...	...	415	.....	...	...	.....	.....	.....	.....	...	...	.....	.....	.....	.....	
	Umridha	...	...	...	...	295	...	...	295	...	...	...	...	...	...	...	...	295	Bunkheri	15	S.	Kutcha road	Carts and bullocks.	2 annas 8 pie	Chatair	6	N.W.	Kutcha road.	Carts Bullocks	2 annas 8 pie 6 pie.	Nothing brought back in return.	
	Total	...	177	...	...	17,638	77	...	17,892	...	56	...	...	5,472	4,977	...	10,505	28,397														
Hoshungabad.	Mowakhera	...	...	...	...	2,302	...	...	2,302	...	...	...	...	...	...	...	...	2,302	Sohagpur	3	S.	Kutcha road	Chiefly buffaloes and bullocks, and occasionally carts.	Carts 9 pie, cattle 1 anna.	Bareilly	14	N.	Kutcha road.	Chiefly cattle, sometimes carts.	4 annas	Original investment, carriage sometimes taking back salt.	
																			Sohagpur	10	S.	Ditto	Ditto	3 annas by cattle.	Bhirkutch Bari	15 27	N.W. N.W.	Ditto Ditto	Ditto Ditto	4 „ Carts 3 annas 4 pie. Cattle 3 annas 9 pie.		
	Carried over	...	...	...	...	2,302	...	...	2,302	...	...	...	...	...	...	...	...	2,302													

ANNEXURE XIV.—Concluded.

PART II.—Statement showing the course of the Sugar Trade, &c.

Name of Division.	Name of Post.	SUGAR. Refined. Jellinder Doab.	Refined. Right bank of the Jumna.	Refined. Ganges Doab.	Refined. Left bank of the Ganges (Bahdirpad and Eastern Oudh.)	Refined. Marts below Allahabad.	Refined. Miscellaneous marts.	Refined. Uncertain marts.	Refined. Total.	Unrefined. Jellinder Doab.	Unrefined. Right bank of the Jumna.	Unrefined. Ganges Doab.	Unrefined. Left bank of the Ganges (Bahdirpad and Eastern Oudh.)	Unrefined. Marts below Allahabad.	Unrefined. Miscellaneous marts.	Unrefined. Uncertain marts.	Unrefined. Total.	Total.	From Post. Name of mart below line or vague where those are traded with direct from which the post is supplied.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage to line.	Name of mart above line to which the sugar crossing at the post finds its way.	From Post. Distance in miles.	From Post. Direction.	Nature of communication.	Nature of carriage.	Average cost of carriage per mile.	Whether sugar comes as a return freight, or as an original investment. If the former, what is the original description of goods which comes in return for the sugar.	Remarks.
																								Per md.						*Per md.*		
Hoshungabad—Continued.	Brought forward	...	...	...	...	2,302	...	...	2,302	...	...	...	...	...	...	...	2,302														
	Patoi	...	...	...	...	146	...	...	146	...	...	...	...	...	...	...	146	Babye	8	S.W.	Kutcha road	Chiefly cattle, occasionally carts.	Cattle 3 annas Carts 1 anna 6 pie.	Bhurkutch	4	N.W.	Kutcha road	Chiefly cattle	1 anna 9 pie	As an original investment.	
	Hoshungabad	...	...	...	...	7,017	...	...	7,017	...	...	...	...	...	...	...	7,017	Jubbulpur	163	N.E.	Rail and kutcha road.	Railway waggons.	9 annas	Rehti	20	N.W.	Ditto	Cattle	6 annas	Ditto.	
																						Carts	3 „	Chichli	8	N.W.	Ditto	Ditto	4 „		
	Shoopur	...	...	...	...	990	...	...	990	...	...	...	...	...	...	...	990	Seoni	10	S.E.	Kutcha road	Ditto	2 „ 6 pie	Sundlepur	20	N.	Ditto	Carts	6 „	Ditto.	
																						Cattle	3 „					Bullocks	8 „		
																								Kumodha	36	N.	Ditto	Carts	8 „		
																												Bullocks	10 „		
	Harda	...	...	...	...	12,476	...	...	12,476	...	...	...	...	...	...	...	12,476	Seoni	27	E.	Railway	Waggons	2 „	Indore and Mhow.	100	N.W.	Ditto	Carts	1 „ 8 pie.	Ditto.	
																		Mirzapur	474	E.	Ditto	Ditto	14 „ 6 pie	Sundlepoor	15	N.W.	Ditto	Ditto	3 „		
	Khandwa	...	...	...	...	48,238	...	...	48,238	...	...	...	...	...	...	...	48,238	Mirzapur	537	N.E.	Ditto	Ditto	15 „	Indore and Mhow.	72	N.W.	Metalled road.	Ditto	10 „		
																								Mandhata	38	N.W.	Ditto, and partly kutcha.	Ditto	5 „		
	Burhanpur	...	...	...	...	60	...	...	60	...	...	...	...	...	...	...	60	Jubbulpur	305	N.E.	Ditto	Ditto	Rs. 31	...	...	...	...	...	...	As an original investment.	
	Total	...	...	...	...	71,129	...	...	71,129	...	...	...	...	...	...	...	71,129														
Nagpur.	Chanda	...	...	...	...	83	...	...	83	...	...	...	...	...	...	...	83	Kamptí	105	N.W.	Metalled road	Country carts	12 annas	Wun	20	W.	Kutcha road.	Country carts	6 annas	Sugar comes as an original investment; the carts return with cotton, beeswax, and cloth.	
																								Seroncha	100	S.W.	Ditto	Ditto	1 rupee.		
	Dhaba	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	...	...	...	...	...	...	...	...	.....	There has been no sugar trade at these posts.
	Chanurcee	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	...	...	...	...	...	...	...	...	.....	
	Gurcherolee	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	...	...	...	...	...	...	...	...	.....	
	Ambaghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	...	...	...	...	...	...	...	...	.....	
	Nagpur Chowkie.	...	...	...	...	135	...	...	135	...	...	...	...	...	...	...	135	.....	...	...	...	...	...	...	...	...	...	...	...	.....	The collections at this chowkie were, under a misapprehension, realized at the beginning of the year.
	Total	...	...	...	...	218	...	...	218	...	...	...	...	...	...	...	218														
Raipur.	Dhuntery	...	...	...	...	157	...	...	157	...	...	...	...	...	...	...	157	.....	...	...	...	...	...	...	...	...	...	...	...	.....	The export trade of this division is confined to these posts only. This trade is supplied from Raipur, and is consumed by the population in the immediate neighbourhood of the line.
	Aring	...	...	...	...	186	...	...	186	...	...	...	...	...	...	...	186	.....	...	...	...	...	...	...	...	...	...	...	...	.....	
	Sankra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	...	...	...	...	...	...	...	...	.....	
	Sohella	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	...	...	...	...	...	...	...	...	.....	
	Dhanta	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	...	...	...	...	...	...	...	...	.....	
	Total	...	...	...	...	343	...	...	343	...	...	...	...	...	...	...	343														

ABSTRACT OF ANNEXURE XIV.

Part II.—Sugar.

Province.	Division.	Refined.														Unrefined.													Total.
		Umritsur.	Ferozepoor.	Mooltan.	Shujabad.	Kangurh.	Uncertain.	Jullundar Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilkund and Eastern Oudh.)	Marts below Allahabad.	Miscellaneous marts.	Uncertain marts.	Total.	Umritsur.	Ferozepur.	Multan.	Shujabad.	Kangurh.	Uncertain.	Jullundar Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilcund and Eastern Oudh.)	Marts below Allahabad.	Miscellaneous marts.	Uncertain marts.	Total.	
Punjab.	Shahpur ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kuhror ...	1,578	578	4,319	1,140	676	1	...	...	...	...	...	...	...	8,292	1,165	5,275	784	15,102	1,914	5	...	...	...	...	...	...	...	24,245	33,537
	Hissar ...	...	...	...	...	...	...	11,800	23,519	33,788	7,051	...	...	12,876	89,034	...	...	...	...	...	...	65,701	82,576	1,16,897	45,000	...	...	25,577	3,35,751	4,24,785
	Dilhi ...	...	...	...	...	...	...	...	1,89,652	1,06,935	58,591	46,961	...	...	4,02,139	...	...	...	...	...	...	...	1,03,901	2,60,814	26,348	60,599	...	...	4,51,662	8,53,801
	Total ...	1,578	578	4,319	1,140	676	1	11,800	2,13,171	1,40,723	65,642	46,961	...	12,876	4,99,465	1,165	5,275	784	15,102	1,914	5	65,701	1,86,477	3,77,711	71,348	60,599	...	25,577	8,11,658	13,11,123
N.W.P.	Agra ...	...	...	...	...	...	...	...	2,09,890	53,059	13,862	7,871	...	21,038	3,05,720	...	...	...	...	...	...	...	1,21,491	1,15,976	6,591	8,805	...	1,09,683	3,62,546	6,68,266
	Jhansi ...	...	...	...	...	...	...	...	...	21,382	10,902	18,449	...	387	51,120	...	...	...	...	...	...	...	...	15,909	19,572	4,602	12,452	...	52,535	1,03,655
	Total ...	...	...	...	...	...	...	...	2,09,890	74,441	24,764	26,320	...	21,425	3,56,840	...	...	...	...	...	...	...	1,21,491	1,31,885	26,163	13,407	12,452	1,09,683	4,15,081	7,71,921
Cen. Pro.	Sagar ...	...	...	..	...	...	...	...	177	...	...	17,638	77	...	17,892	...	...	...	...	...	...	...	56	...	...	5,472	4,977	...	10,505	28,397
	Hoshungabad	...	...	...	...	...	...	...	...	...	...	71,129	...	...	71,129	...	...	...	...	...	...	...	...	...	...	...	...	...	...	71,129
	Nagpur ...	...	...	...	...	...	...	...	...	...	...	218	...	...	218	...	...	...	...	...	...	...	...	...	...	...	...	...	...	218
	Raipur ...	...	...	...	...	...	...	...	...	...	...	343	...	...	343	...	...	...	...	...	...	...	...	...	...	...	...	...	...	343
	Total ...	...	...	...	...	...	...	...	177	...	...	89,328	77	...	89,582	...	...	...	...	...	...	...	56	...	...	5,472	4,977	...	10,505	1,00,087
	Grand Total...	1,578	578	4,319	1,140	676	1	11,800	4,23,238	2,15,164	90,406	1,62,609	77	34,301	9,45,887	1,165	5,275	784	15,102	1,914	5	65,701	3,08,024	5,09,596	97,511	79,478	17,429	1,35,260	12,37,244	21,83,131

Appendix A.

Assistant Commissioner's Report on the Sambhur Lake Division for 1870-71.

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THE SAMBHUR LAKE DIVISION FOR 1870-71.

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APPENDIX A.

SAMBHUR LAKE.

ASSISTANT COMMISSIONER'S REPORT ON

APPENDICES.

A. Map showing the portions of the Lake worked, the positions of the guard posts and stores, the Customs jurisdiction, &c.

B. Map showing the six main routes for the export of salt through the Jeypore territory, and the tracts of country supplied by each route.

C. Table of rates and map showing the trade routes of the Sambhur salt through the Jeypore State.

D. Glossary of technical terms regarding the manufacturing, storage, deliveries, &c., of salt at the Sambhur Lake.

THE SAMBHUR LAKE DIVISION FOR 1870-71.

Administration Report of the Sambhur Lake Division for the fourteen months ending 31st March 1871.

From the Assistant Commissioner, Inland Customs, Sambhur, to the Commissioner of Inland Customs, Agra,—(No. 108, *dated Sambhur, 3rd July* 1871.*)*

INTRODUCTION.
THE SAMBHUR LAKE.

The incorporation into this division during the past year of the salt marts of Nawa-Goodha, has considerably increased its importance by placing the entire supervision of the Lake under our control.

Entirely under the supervision of Government.

2. At the end of the annual rains the Lake measures about 20 miles in length, with an average breadth of about 4·87 miles. The broadest and deepest part is from a point called Talao-ka-chokie near to the mart of Goodha to a point called Duryaee to the south of the Mata-Pahar promontory.

Its dimensions.

3. No recent map showing the western portion of the Lake can be obtained from the Surveyor General's Office, but from a rough reconnoissance of the unsurveyed part it has been estimated that the circumference of the Lake is about 60 miles, while the portion to be guarded during the working season is nearly 45; of this, 20 miles belong to the Sambhur Sub-division, while 25 belong to the Nawa-Goodha Sub-division.

Its estimated circumference.

4. At the beginning of last rains, no register of the rain-fall was kept, and nine showers occurred before the rain-gauge was received. From the 18th July till the close of the rains, 10·20 inches were registered.

Its rain-fall.

In this neighbourhood the rain-fall was considered good; but towards the city of Jeypore, last year's rains were excessively heavy, 42·52 inches having been registered.

5. On the 24th September a careful measurement of the deepest part of the Lake was taken from Japog, out into what is termed the treasury* (khazana), and the following result will show how very gradual the slope of the Lake bed is at this part, and also how very shallow the deepest part was:—

Its depth.

Distance in yards from Lake edge ...	100	200	300	400	500	600	700	800	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	1,700	1,800	1,900	2,000	3,000	4,000	5,000	5,750
Depth in feet and decimals of feet ...	0·75	1·00	1·25	1·54	1·70	1·87	2·00	2·09	2·20	2·30	2·40	2·25	2·40	2·10	2·42	2·42	2·40	2·42	2·40	2·40	2·42	2·44	2·40	2·50

The above figures show that for 3·27 miles from the Lake edge the average depth was 2·08 feet.

6. Various excavations varying in depth to about ten feet have been made about this portion of the Lake bed. Near the low-water level, after penetrating through a layer of about one and a half feet in thickness of the dark greyish sand which, when covered with water, becomes the black mud of the Lake, about half a foot of quicksand with brine was met with. Below this a black micaceous sand occurred, which was much decomposed on the surface, but became gradually harder downwards. A very similar stratum of micaceous schist occurs in wells about four miles to the south and south-east of Japog.

The geological nature of the bed.

* *Vide* sketch map, Appendix A. This is the deepest portion of the Lake bed into which the brine recedes during the hot season.

Near the high water level layers of sand, limestone in all stages of decomposition, and micaceous schist with seams of felspar were generally met with.

Towards the eastern end of the Lake at the enclosures marked A, no rocks to a depth of about 20 feet have been found. The beds of the reservoirs are composed of a hard shaley-like clay, and from above this, brine oozes freely into them.

Record of registered depth.

7. At the point marked B on the sketch map, Appendix A, a careful register of the depth of the Lake was kept during the months of August, September and October, and the following results were obtained:—

August.		September.		October.	
Average. 2·27 feet.		Average. 1·42 feet.		Average. 0·71 feet.	
Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
2·50	1·95	2·10	0·85	0·85	0·75

The effect resulting from wind.

When there is little or no wind, reliable readings are obtainable, but a breeze drives the water over the level bed from one end of the Lake to the other, and in an hour's time when a high wind occurs, a portion of the Lake bed, which was uncovered by water, may have six inches or a foot of water covering it.

As the brine concentrates, these changes of level which occur to the main body of brine are taken considerable advantage of by means of sluices (in the low retaining wall) which open into our salt field, *vide* paragraph 55.

Monthly range of temperature in the shade.

8. The monthly average range of the temperature in the shade during the year will be seen from the following table:—

April.			May.			June.			July.			August.			September.		
Maximum.	Minimum.	Difference.	Maximum.	Minimum.	Difference.	Maximum.	Minimum.	Difference.	Maximum.	Minimum.	Difference.	Maximum.	Minimum.	Difference.	Maximum.	Minimum.	Difference.
88	74	14	101	80	21	103	85	18	94	85	9	89	79	10	91	78	13

October.			November.			December.			January 1871.			February.			March.		
Maximum.	Minimum.	Difference.	Maximum.	Minimum.	Difference.	Maximum.	Minimum.	Difference.	Maximum.	Minimum.	Difference.	Maximum.	Minimum.	Difference.	Maximum.	Minimum.	Difference.
88	70	18	76	55	21	71	49	22	62	42	20	77	55	22	87	66	21

THE SAMBHUR LAKE DIVISION FOR 1870-71.

9. The specific gravity of the Lake water during the past rains never was less than that of sea water, the specific gravity of sea water being given as 1·03, while the Lake water on the 30th July gave 1·03. In August about 5 inches of rain fell, and as the evaporation, owing to the humid state of the atmosphere, was slight, the specific gravity was the same as that at the end of July. During September the specific gravity kept at 1·04; in October it increased from 1·05 to 1·07; in November it varied from 1·08 to 1·10; in December, owing to some slight showers of rain, it was reduced to 1·095; in January it increased from 1·11 to 1·14; in February it increased from 1·15 to 1·20, and at this specific gravity salt began to deposit. No difference of gravity was at any time observed in the brine taken from the surface and that taken from the deepest part of the Lake. These results may possibly be influenced by the relative gravity of the brine at different temperatures, but they are accurate enough to serve as a guide for future comparison.

Specific gravity of the Lake brine during the rains,

The specific gravity of a saturated solution of salt is 1·2046, but on the 9th March the specific gravity of the highly concentrated Lake brine was 1·22, and on the 30th March 1·245. In this stage the chemical solution is so dense that precipitation in the form of truncated pyramid-shaped crystals (the well-known form of the Sambhur salt) is constantly occurring until a layer of salt about two inches in thickness overlies the mud of the Lake.

and before the formation of salt.

10. After the first heavy falls of rain, the whole Lake teems with a species of animalculæ* about half an inch in length, and on these many thousand ducks, flamingoes and waders of sorts appear to live. These animalculæ throw out large supplies of eggs (which hatch during the following rains), and as the brine concentrates they die off. In former times the practical salt workers watched for their disappearance as a sign that the Lake brine was sufficiently dense to permit of the Lake works being commenced.

Animal life in the Lake.

11. Three small patches of water in the neighbourhood from which salt was supposed to be produced were tested by the hydrometers.

Specific gravity of Ponds in the neighbourhood.

On the 13th October the water from Nulleya Surr gave a specific gravity of 1·025, and shortly after it dried up leaving no deposit of salt.

Nulleya Surr.

Water from the small Lake near Koochawun was tested on the 10th October, and it then gave a specific gravity of 1·055; again on the 17th November it gave 1·22; about February it dried up, and during my visit in March I could see no trace of where salt had existed, and Thakoor Kesree Sing assured me that none had been collected. At the time of my visit, this small Lake bed was densely covered with an efflorescence of sulphate and carbonate of soda, and probably the existence of these salts gave the high specific gravity.

Koochawun Jheel.

At Surgot, a place to the south of Koochawun and nearer to the Sambhur Lake, a small patch of water exists. The water from this on the 10th October gave a specific gravity of 1·035, and on the 17th November 1·10. Near the edge, a small pan had been scooped out, and the brine found in this gave a specific gravity of 1·23. Some small-grained dirty-looking salt

Surgot Jheel.

* This is the only form of animal life yet observed in the Lake.

had formed in this, which from its appearance was only fit for the food of the most indigent.

Occurrence of earthquakes.

12. It may be interesting to note that shocks of earthquakes have on several occasions been felt here. These seem to come from the south-east, and apparently travel in the direction of Upper Scinde.

These shocks are accompanied by considerable force, and the residents inform me that sometimes they are so violent as to cause the houses to shake.

Native belief as to their cause.

A Pundit, in explaining the cause of these earthquakes, stated that the world rests on the horns of a cow, and the cow rests its feet on the head of a thousand-headed snake. When excess of sin occurs in the world the snake feels aggrieved, and looks upward in despair: this action disturbs the equilibrium of the cow and produces the commotion on the earth.

FINANCIAL RESULTS.

13. As the last annual report of this Division only dealt with two months of the official year 1869-70, and as the Nawa-Goodha Sub-division was under our charge for only the last six months of 1870-71, it will be more satisfactory to exhibit the financial results for the 14 months, as they occurred in the following periods:—

Sambhur	Sub-division,	from	1st February	to 31st March	1869-70.
Ditto	ditto,	„	1st April	to „	1870-71.
Nawa-Goodha	ditto,	„	1st October	to „	„

GROSS REALIZATIONS.

14. The gross realizations for the 14 months under review amounted to Rs. 7,78,704·09.* The amount realized under each period was as follows:—

Sambhur Sub-division. Realized during February and March 1870	1,48,185·22		
Ditto ditto 1870-71 ...	5,04,858·00		
			6,53,043·22
Nawa-Goodha Sub-division. Realized from 1st October to 31st March 1870-71	.....		1,25,660·87
TOTAL ...			7,78,704·09

* *Monthly detail of gross realizations in the Sambhur Division.*

Month.	Sambhur Sub-division. Salt.	Miscellaneous.	Total.	Nawa-Goodha Sub-division. Salt.	Miscellaneous.	Total.
	1869-70.					
	Rs. A. P.	Rs. A. P.	Rs.			
February 1870	65,250 0 0	1 13 6	65,251·84			
March „	82,933 2 0	0 4 0	82,933·37			
TOTAL, 1869-70 ...	1,48,183 2 0	2 1 6	1,48,185·21			
	Rs. A. P.	Rs. A. P.	Rs.			
April 1870	77,130 10 0	.....	77,130·625			
May „	37,903 12 0	3 12 0	37,907·50			
June „	8,838 2 0	0 8 0	8,838·625			
July „	1,991 14 0	5 12 0	1,997·625			
August „	2,846 4 0	.....	2,846·25			
September „	19,650 0 0	.....	19,650·00			
October „	85,557 8 0	.....	85,557·50	15,846 14 0	.....	15,846·875
November „	52,694 6 0	.....	52,694·375	10,300 10 0	7 8 0	10,308·125
December „	42,551 14 0	.....	42,551·875	10,013 12 0	.....	10,013·75
January 1871	48,038 12 0	.....	48,038·750	34,253 2 0	.....	34,253·12
February „	47,902 8 0	.....	47,902·50	22,730 0 0	.....	22,730·00
March „	79,741 14 0	0 8 0	79,742·375	32,507 8 0	1 8 0	32,509·00
TOTAL, 1870-71 ...	5,04,847 8 0	10 8 0	5,04,858·00	1,25,651 14 0	9 0 0	1,25,660·87
GRAND TOTAL, 1869-70-71 ...	6,53,030·62 0 0	12·59 0 0	6,53,043·21			
	Grand Total Rs. 7,78,704·09.					

THE SAMBHUR LAKE DIVISION FOR 1870-71.

This sum was realized under the subjoined heads :—

	Rs.
Realized on sales of 1,245,892* maunds of salt, at 10 annas per maund	7,78,682·50
Micellaneous Fees, &c.	21·59
TOTAL ...	7,78,704·09

15. To explain these results, it is necessary to show what sums were required to balance our charges during each period and what was actually realized. Realizations required to balance charges.

	Amount required.	Actually realized.	Difference.
	Rs.	Rs.	Rs.
Sambhur, 2 months	78,146·68	1,48,185·22	+70,038·54
„ 12 „	4,90,230·25	5,04,858·00	+14,627·74
Nawa-Goodha, 6 „	1,68,236·27	1,25,660·87	—42,575·39
Total 14 months ...	7,36,613·20	7,78,704·09	+42,090·89

16. From the above it will be seen, that the Sambhur Sub-division had an increase on the amount required, sufficient to clear the deficit in the Nawa-Goodha Sub-division and leave a balance in favor of Government. Favorable result obtained.

17. The total charges and liabilities incurred during the fourteen months amounted to Rs. 7,36,613·20.† Charges.

* This amount consists of sales effected independent of the sale of any portion of the 172,000 maunds at 9 annas per maund obtainable as per treaty by the Jeypore Government.

† *Monthly detail of charges in the Sambhur Division.*

MONTH.	WORKING CHARGES. Establishment.	Contingencies.	Manufacture Charges.	Total.	Treaty Payment.	GRAND TOTAL.
	Sambhur sub-division, 1869-70 (*two months.*)				Lease.	
November 1869 to January 1870	2,680 7 9	81 6 4	.....	2,761 14 1	.....	
February 1870 ...	2,920 1 1	764 13 10	418 15 11	4,103 14 10	41,666 10 8	
March „ ...	3,358 13 5	720 15 5	534 6 6	4,614 3 4	Road dues. 25,000 0 0	
Total, 1869-70 ...	8,959 6 3	1,567 3 7	953 6 5	11,480 0 3	66,666 10 8	78,146 10 11
	Sambhur Sub-division, 1870-71.				Lease.	
April 1870 ...	3,382 9 0	2,062 8 1	1,853 8 10	7,298 9 11	2,50,000 0 0	
May „ ...	3,390 12 9	259 13 11	6,696 15 4	10,347 10 0	Road dues.	
June „ ...	3,388 8 5	15,292 6 4	8,260 14 4	26,941 13 1	1,50,000 0 0	
July „ ...	3,385 6 4	76 2 5	6,437 7 6	9,899 0 3		
August „ ...	3,375 12 7	310 4 8	892 15 6	4,579 0 9		
September „ ...	3,415 2 3	219 3 4	146 2 7	3,780 8 2		
October „ ...	3,466 6 1	218 3 8	324 12 5	4,009 6 2		
November „ ...	3,430 10 3	55 4 6	1,111 10 3	4,597 9 0		
December „ ...	3,406 0 7	51 0 2	453 7 3	3,910 8 0		
January 1871 ...	3,417 14 3	46 11 1	445 3 6	3,909 12 10		
February „ ...	3,425 14 7	59 6 7	959 4 1	4,444 9 3		
March „ ...	3,430 7 11	80 10 9	3,000 10 0	6,511 12 8		
TOTAL, 1870-71 ...	40,915 9 0	18,731 11 6	30,582 15 7	90,230 4 1	4,00,000 0 0	4,90,230 4 1
TOTAL 1869-70-71 ...	49,874 15 3	20,298 15 1	31,536 6 0	1,01,710 4 4	4,66,666 10 8	5,68,376 15 0
	Nawa-Goodha Sub-division, 1870-71 (*six months.*)					
September 1870 ...	.....	.....	.....	.....		
October „ ...	2,044 8 5	605 3 2	.....	2,649 11 7		
November „ ...	2,061 12 10	255 12 4	186 15 5	2,504 8 7		
December „ ...	2,078 11 8	33 8 6	622 8 0	2,734 12 2		
January 1871 ...	2,100 7 4	8 12 0	758 3 4	2,867 6 8		
February „ ...	2,210 2 7	275 15 3	292 4 8	2,778 6 6	Lease.	
March „ ...	2,438 8 9	64 11 5	2,198 2 7	4,701 6 9		
TOTAL, 1870-71 ...	12,934 3 7	1,243 14 8	4,058 2 0	18,236 4 3	1,50,000 0 0	1,68,236 4 3
GRAND TOTAL ...	62,809 2 10	21,542 13 9	35,594 8 0	1,19,946 8 7	6,16,666 10 8	7,36,613 3 3

The expenditure occurs as follows :—

	Rs.	Rs.	Rs.
Expended up to 31st March 1870, Sambhur Sub-division	8,121·17		
Liabilities incurred up to 31st March 1870, but cleared during 1870-71	70,025·51		
		78,146·68	
Expended during twelve months, Sambhur Sub-division	2,86,799·76		
Liabilities	2,03,430·49		
		4,90,230·25	5,68,376·93
Expended during six months, Nawa-Goodha Sub-division	75,797·72		
Liabilities	92,438·55		
		1,68,236·27	1,68,236·27
Total Expenditure		4,40,744·16	
Liabilities		2,95,869·04	
			7,36,613·20

Analyzed.

18. The above amount may be divided under the two sub-heads, *viz.*, Lease and Road Dues and Working Charges. The former amounted to Rs. 6,16,666·67, while the latter amounted to Rs. 1,19,946·53.

Budget Estimate as sanctioned, and savings effected.

19. The total Budget Estimate sanctioned for the period under review amounted to Rs. 1,45,282. The proportion belonging to each period, and the savings effected, will be seen from the following figures :—

SAMBHUR SUB-DIVISION.			
Proportion for 2 months	13,156·00	Savings effected.	
Actual expenditure	11,480·15		
		1,675·85	
For 12 months	93,936·00		
Actual expenditure	90,230·25		
		3,705·75	
NAWA-GOODHA.			
Proportion for 6 months	38,190·00		
Actual expenditure	18,236·26		
		19,953·74	

The Budget Estimate for 1870-71 includes the grant of Rs. 15,000 to the Department Public Works, *vide* note to paragraph 26, and the savings effected in the Nawa-Goodha Sub-division are principally due to only a portion of the allotment for manufacture having been expended.

Heads of charges.

20. The sums expended under each head during the three periods were as follows :—

	Period.	Establishment.	Manufacture.	Contingencies.	Rent and Road dues.	Total.
	1869-70.					
Sambhur Sub-divn.	February and March 1870-71.	8,959·39	953·40	1,567·22	66,666·67	78,146·68
Sambhur Sub-divn.	April 1870 to March 1871.	40,915·56	30,582·98	18,731·71	4,00,000·00	4,90,230·26
Nawa-Goodha Sub-divn.	October 1870 to March 1871 ...	12,934·23	4,058·12	1,243·92	1,50,000·00	1,68,236·26
	Total ...	62,809·18	35,594·50	21,542·85	6,16,666·67	7,36,613·20

THE SAMBHUR LAKE DIVISION FOR 1870-71.

Each head of expenditure requires a few remarks.

21. The sum for establishment includes the pay of the officers, incurred previous to our assuming charge. Establishment.

For the future working of the Lake a reduction of establishment, without impairing the general supervision, may be effected.

This will form the subject of a separate report.

22. Under contingencies the sum shown contains the expenses incurred for travelling allowance and plant, such as scales and weights, implements used on manufacture, office and treasury furniture, arms and accoutrements for establishment, and temporary accommodation for the officers and men. This sum also includes Rs. 15,000 placed to the credit of the Public Works Department for the erection of the Custom House for the Assistant Commissioner, and temporary barracks for the troops. Of this sum Rs. 11,726 yet remain unexpended, still, as it has been credited to the Public Works Department, it adds very considerably to swell the charges within the period under review. Contingencies.

23. On manufacture the sum of Rs. 35,594·50 was expended* on the works and labor employed in extracting and Manufacture.

* *Monthly detail of manufacture charges in the Sambhur Sub-division.*

Month.	Preliminary.	Construction.	Miscellaneous.	Collection of material.	Extraction.	Storage of salt.	Total.
Sambhur Sub-division.							
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
February 1870 ...	304 7 7	56 2 6	5 5 0	.....	8 4 7	44 12 3	418 15 11
March „ ...	52 6 6	23 5 3	8 11 7	.....	2 14 5	447 0 9	534 6 6
Total ...	356 14 1	79 7 9	14 0 7	.....	11 3 0	491 13 0	953 6 5
April 1870 ...	38 11 0	.....	12 5 7	.....	1,307 5 6	495 2 9	1,853 8 10
May „ ...	29 13 0	.....	26 13 3	.....	5,032 10 11	1,607 10 2	6,696 15 4
June „ ...	33 7 0	.....	76 9 4	.....	4,945 11 3	3,205 2 9	8,260 14 4
July „ ...	.....	.....	67 9 10	.....	4,168 2 3	2,201 11 5	6,437 7 6
August „ ...	731 2 10	.....	161 12 8	.....	.....	.....	892 15 6
September „ ...	135 6 1	.....	.....	.....	4 0 8	6 11 10	146 2 7
October „ ...	.....	15 4 6	7 7 6	.....	113 4 1	188 12 4	324 12 5
November „ ...	15 8 6	686 14 6	20 14 9	.....	145 9 7	242 10 11	1,111 10 3
December „ ...	68 15 9	88 8 3	22 1 7	81 6 2	72 2 11	120 4 7	453 7 3
January 1871 ...	2 10 6	144 10 0	15 2 6	203 10 0	30 15 7	48 2 11	445 3 6
February „ ...	27 12 6	301 12 6	50 7 6	205 11 11	139 6 6	234 1 2	959 4 1
March „ ...	4 5 6	261 6 3	91 7 3	48 12 6	1,612 12 10	981 13 8	3,000 10 0
Total ...	1,087 12 8	1,498 8 0	552 11 9	539 8 7	17,572 2 1	9,332 4 6	30,582 15 7
Nawa-Goodha Sub-division.							
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
October 1870 ...	.....	.....	.....	.....	.....	.....	.....
November „ ...	45 8 6	141 6 11	.....	.....	.....	.....	186 15 5
December „ ...	365 15 3	256 8 9	.....	.....	.....	.....	622 8 0
January 1871 ...	600 0 0	156 11 4	.....	1 8 0	.....	.....	758 3 4
February „ ...	29 4 0	80 0 10	0 1 0	.....	.....	182 14 10	292 4 8
March „ ...	217 2 6	0 8 0	0 3 6	.....	814 8 7	1,165 12 0	2,198 2 7
Total ...	1,257 14 3	635 3 10	0 4 6	1 8 0	814 8 7	1,348 10 10	4,058 2 0
					Grand Total ...		35,594 8 0

storing 1,188,483* maunds of salt. This amount, with the allowance of 25 per cent. extra, which is made for loss incurred by rain, storage and weighments, makes the total storage amount to about 1,448,268 maunds.

The expenditure on manufacture is divided under the following six sub-heads :—

	Preliminary.	Construction.	Miscellaneous.	Collection of material.	Extraction.	Storage.	Total.
Sambhur. 1869-70. 2 Months	356·88	79·48	14·03	...	11·20	491·82	953·41
1870-71. 12 Months	1,087·79	1,498·50	552·74	539·53	17,572·13	9,332·28	30,582·97
Nawa-Goodha. 1870-71. 6 Months	1,257·89	635·24	00·28	1·50	814·53	1,348·68	4,058·12
Total ...	2,702·56	2,213·22	567·05	541·03	18,397·86	11,172·78	35,594·50

Each of these sub-heads will be discussed when detailing the manufacturing operations.

Actual cost, per maund, per 100 maunds.

24. Calculating the actual cost of manufacture (including labor and excluding the cost of the manufacturing establishment) on the total quantity of salt stored, the rate per maund amounts to 5·75 pies, or Rs. 2·99 per 100 maunds.

The rate per maund and per 100 maunds in each sub-division was as follows :—

	Per maund.	Per 100 maunds.
	Pies.	Rs.
1869-70. Sambhur Sub-division, 2 months	5·97	3·11
1870-71. Sambhur Sub-division, 12 months	†6·01	3·13
1870-71. Nawa-Goodha, 6 months	4·27	2·22

In the Sambhur Sub-division.

In the Sambhur Sub-division during 1869-70 the rate per maund was below the average, as the joint Governments paid for the construction of the necessary works.

During 1870-71 the rate per maund would have been much in excess of what is shown; but the reason of its being so little in excess of the former rate is, that sales of salt were effected direct from the Lake for which the traders paid the extraction rate in return for the boon of receiving new salt, and Government was thereby saved the cost of storage.

Nawa-Goodha Sub-division.

At Nawa-Goodha the labor rates under the Jodhpore Government were always lower than at Sambhur. Under our management these rates were slightly increased; and should the laborers

* The actual quantity of salt stored by our preliminary measurements amounts to maunds 1,142,039, but the excesses on the stores (estimated at 149,344 maunds) cleared was equal to 46,444 maunds. If the percentage of this excess be calculated on the remaining portion (and at the time of weighments this should be approximately correct), then our total storage will amount to 1,497,198 maunds. If the result should correspond with the above calculation, the cost of manufacture per maund will be decreased to pies 4·57 per maund.

† At this rate the cost of storing 825,000 maunds in the Sambhur Sub-division amounts to Rs. 25,824·22, but the present season's rate, owing to reduced rates for labor and savings effected in extraction and storage of salt, would reduce the cost.

object to work for the rates now sanctioned, a further increase must be made; still it is anticipated that the rates at Nawa-Goodha will always rule less than at Sambhur.

25. Omitting the amount paid for the lease of the Lake and road dues, and dealing only with the expenditure on establishment, including supervision, guarding and manufacture establishment, manufacture and contingencies, the cost per maund amounts to 1·61 annas, or in each sub-division— Its cost including supervision and manufacture, per maund.

	SAMBHUR.	
	1869-70.	
2 months	... ...	5·99 annas.
	1870-71.	
12 months	... ...	1·48 annas.
	NAWA-GOODHA.	
6 months	... ...	1·60 annas.

26. The total expenditure including lease, road dues, and working charges gives a cost on the quantity stored of 9·91 annas per maund, or in each sub-division— Its cost including all working charges and lease, per maund.

		Rs.	A.
	SAMBHUR.		
	1869-70.		
2 months	... ...	2	8·81
	1870-71.		
12 months	... ...	0	*8·04
	NAWA-GOODHA.		
6 months	... ...	0	†14·76

27. The percentage of charges on gross realizations for the 14 months amounts to 94·59. Percentage of charges on realizations.

28. In the Sambhur Sub-division, for the first two months of 1869-70, it was 52·73 per cent. In the Division. In the Sambhur Sub-division.

For the official year 1870-71 it has been 97·12 per cent.

And for the 14 months it was 87·03 per cent.

29. In the Nawa-Goodha Sub-division for the six months it has been 133·88 per cent. In the Nawa-Goodha Sub-division.

30. The actual results of the administration is a net gain to Government of Rs. 42,090·89. Actual results of administration,

The results in each sub-division are as follows:—

			Rs.	
Gain during Feb. and March	1869-70	...	70,038·54	
Ditto 12 months,	1870-71	...	14,627·74	
				84,666·28
Loss during 6 months,	1870-71	...	...	42,575·39
	Net profit for 14 months		...	42,090·89

31. In addition to the net profit shown in the preceding paragraph, allowance must be made for the value to Government of the new stock in store. This amounts to 735,731 maunds (in the Sambhur Sub-division 602,807 maunds, and in the Nawa-Goodha Sub-division 132,924 maunds), which, at the cost of 1·61 annas per maund as shown in paragraph 25, is equal to Rs. 74,032·93. and allowance for new stock in hand.

MANUFACTURE.

32. In describing our manufacturing operations, two periods have to be dealt with. First, the close of our last year's operations from the 1st April till the set-in of the annual rains on the 23rd July; and second, the commencement of the operations for the season 1870-71, from 29th October 1870, and the results up to the 31st March. Operations divided over two periods:

* In the Sambhur Sub-division the budget allowance sanctioned for all charges for the manufacture and sale of 8¼ lakhs maunds, gave a cost of 9·28 annas per maund. If the Rs. 15,000, credited to the Public Works Department, were excluded from the year's charges, the cost per maund would be reduced to 7·79 annas.

† This rate will be considerably reduced when calculated on the total collection of the season.

ASSISTANT COMMISSIONER'S REPORT ON

1st, the close of season 1869-70.

33. With regard to the first period. In my annual report for 1869-70, information was given regarding the mode of manufacture and the position of the field of operations in the Lake. All that remains now to be explained is the result obtained.

Difficulties regarding labor.

34. During April and the first half of May, labor was very difficult to obtain, but towards the latter end of May, June and July we obtained a fair supply. The highest number of laborers obtained on one day was 2,508: no effort was spared to obtain labor. Prison labor we could not secure, but the most indigent classes, to the extent of 252 men, women and children, were persuaded to come from Ajmere to our works, but these were physically utterly unfit for the work required, and after a day's trial many gave up the work in disgust and begged their bread in the streets of Sambhur; and it was not until the 24th May, when the Maharajah of Jeypoor issued an authoritative order to the heads of villages in the neighbourhood, that any noteworthy addition was forthcoming.

Out-turn obtained.

35. The monthly results for the four months which closed the season's operations for the year 1869-70 will be seen from the following statement:—

	Extraction, Maunds.	Storage, Maunds.
April	95,710	46,569
May	231,494	154,033
June	203,409	330,011
July	195,403	195,403
TOTAL ...	726,016	726,016

This amount, added to the maunds 30,640 obtained during February and March of 1869-70, gives a total collection, up to the set-in of the rains for the season, of 756,656 maunds.

Operations curtailed by rain-fall.

36. During the months of May and June our extraction kept well ahead of our storage, but owing to some heavy falls of rain* towards the end of June, in anticipation of a continued rain-fall, the whole of the extracted salt was stored to prevent its being lost.

Want of carriage and delay in construction of works.

37. The out-turn from the Lake was a fair average season's work, but much more salt could have been stored, had we been able to command a greater supply of labor and carts to have stored each day's extraction during the earlier part of our operations, or if the works constructed by the joint Governments had been commenced sooner in the season. If they had been commenced earlier, the brine would have been retained nearer the stores, and the extraction and storage of the salt would thereby have entailed much less labor. The labor involved in extracting and storing direct was, owing to the distance, excessive.

Greatest amount of work performed in one day.

38. The greatest amount of work effected in one day was the extraction and storage of 16,300 maunds. This was towards the close of the season, and on that day 2,420 laborers, 65 carts and 30 buffaloes were employed.

* This rain rather improved than injured the crop of salt, as sufficient fell to dissolve a large proportion of the crust and allow fresh good-sized crystals to form.

THE SAMBHUR LAKE DIVISION FOR 1870-71.

39. As the season for the commencement of the Lake works drew near, some anxiety was felt regarding the necessary supply of wood and grass, as the Durbars objected to supplies being taken from the sources from which these had been formerly drawn.

2nd, the commencement of season 1870-71.

Supply of wood and grass for Lake work

40. During the visit to Sambhur, in October, of His Excellency Lord Mayo, this subject was fully discussed, and the Agent to the Governor General for Rajpootana gave me written permission to obtain wood by a judicious thinning of the trees in the neighbourhood, and to cut grass from the grass lands of the villages in the joint jurisdiction.

How obtained.

41. Meanwhile arrangements have been made for securing a supply of wood without interfering with the trees belonging to the joint Governments, but some years must elapse before supplies can be drawn from the trees planted.

Arrangements for future supply of wood

42. At first it was proposed to form a plantation of trees, but instead of this many of the higher portions of the Lake bed and the roads skirting it have been covered with cuttings of the Faras tree (*Tamarix Orientalis*).

by planting Faras cuttings.

43. This tree is peculiarly fitted for our work; it loves slightly saline soil, germinates freely, requires little care to be taken of it, grows rapidly, and the green wood, owing to the offensive odour it emits, renders it unfit for fuel.

Fitness of this tree for Lake work.

44. About 2,600 cuttings of this tree have been planted, and of these 2,000 have germinated. Some of the plants have already reached a height of four feet.

Number of young plants

Besides the cuttings which have been planted, over 100 of the old, all but dried-up stumps of these trees, to the west of Sambhur have been cared for, and these are now doing well.

and old plants attended to.

45. All these plants have had trenches built round them, and are being watered and guarded by a few gardeners and the men at the several guard posts.

Mode of supervision.

46. Considering the difficulty which would attend the formation of a plantation of the sīrkī grass (*Saccharum sara*), locally called punnee, Captain Bradford, the Political Agent of Jeypoor, agrees with me in thinking that it would be better to allow us to draw our supplies from the grass lands on which this plant abounds. Large supplies, after average rain-falls, always exist about the villages (*vide* sketch map, Appendix A) to the south-east of Sambhur.

Arrangements for future supply of grass.

47. Although the rain-fall of 1870 was greater than that of 1869, the maximum temperature during 1870 was also greater, and this produced a sufficient concentration* of the brine to enable us to construct part of our works to the west of the town on nearly the same portion of the Lake as was worked last season.

Locality of a portion of the works similar to last season,

48. The practical salt workers advised that works should be constructed to the east of the town from the point C (*vide* Appendix A), but as the water was receding towards the west of the Lake, our low retaining wall was commenced from the point D.

and a portion constructed from the east to the west of Sambhur.

As will be seen from the sketch map, Appendix A, the low retaining wall was carried from the point D to the point E at Japog.

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* The brine reached a concentrated state in the same month of both seasons.

	Sp. g.		*Sp. g.*
December 1869	... 1·201	1870	1·095
January 1870	... 1·217	1871	1·14
February „	... 1·252	„	1·20

ASSISTANT COMMISSIONER'S REPORT ON

Length of low retaining wall,

49. This low retaining wall for the retention of the Lake brine was commenced on the 29th October 1870, and finished on the 19th March 1871. Its total length was 14,558 yards or 8·27 miles; of this 9,728 yards were securely made with grass and stakes, but in some portions of the Lake, where the erosive action of the water was inconsiderable, and on a portion of the Lake towards Japog, where the brine became sufficiently low and was so highly concentrated as to preclude the possibility of the wind blowing it about in any volume, 4,830 yards were made of stiff mud firmly beaten together.

This practice might obtain over the whole length of the wall, but during certain months high winds prevail, and the grass and stake protection is necessary to ensure the safety of the brine within our enclosures, which may be in a high state of concentration, from mixing with the outer brine of the Lake.

A considerable number of walls, to divide the main body of brine into beds or pans were made, of which no estimate of length has been kept, as these were constructed by the contractors who made a portion of the low retaining wall. However, 5,043 yards of this wall were made directly by us.

its cost this season,

50. The cost of each kind of work, and the average per 100 yards, is shown in the subjoined statement :—

Extent of low retaining wall, 14,558 *yards.*

	9,728 yards. Low retaining walls of grass and stakes.	4,830 yards. Low retaining wall of mud.	3,776 yards. Divisional walls, grass and stakes.	1,267 yards. Divisional walls, mud.
	Rs.	Rs.	Rs.	Rs.
Labor	490·94	115·37	112·73	25·50
	Cutting and carting 32,912 bundles of grass		Cutting and carting 13,900 bundles of grass	
Grass	Cost 511·21	.....	53·04	.....
	Cutting and carting 53,242 stakes		Cutting and carting 5,421 stakes	
Stakes	Cost 158·62	.....	19·51	.....
TOTAL ...	1,160·77	115·37	185·28	25·50
Average per 100 yards ...	11·93	2·39	4·91	2·01

and last season.

51. The average cost per 100 yards of the grass and stake retaining wall made last season by the joint Governments was Rs. 14·19.

Cost per 100 yards.

52. The labor and material used by us in constructing 100 yards of the retaining wall to the west of Sambhur was—

425 stakes, at 4 annas per 100	... Rs.	1·06
800 bundles of grass, at 5 annas per ditto ...	... „	2·50
Labor	... „	5·75
	Rs.	9·31

Cause of cost being so moderate.

53. The low average cost, *viz.*, Rs. 11·93 per 100 yards of our low retaining wall, is entirely due to our obtaining the wood and grass for the cost of cutting and carting only. Had we been required to purchase those materials, the cost would have been about Rs. 42·08 per 100 yards.

THE SAMBHUR LAKE DIVISION FOR 1870-71.

54. It is to be regretted that the approximate area of the portion of the Lake now worked cannot be furnished. So many angles existed in the wall that it was impossible to produce a plan by a chain survey. Approximate area of works cannot be furnished.

It would be advantageous to secure in the office the services of a native acquainted with surveying, so that working plans of each season's work might be obtained for future guidance.

55. About the beginning of February 1871, the brine in the works opposite the town nearly dried up, and grave doubts were for a time entertained that the supply of salt in them would be trifling; but on the 23rd February, a severe gale from the west drove the concentrated Lake brine well up to the eastward, and a large supply of it was secured by means of the sluices in the low retaining walls. Occurrence of an apparent difficulty.

56. Within our works it is anticipated that an out-turn of ten lakhs of maunds will be obtained. The actual results, however, do not so much depend on our departmental endeavours, as the amount of labor we can command, and the setting-in of the annual rains. Probable amount of crop.

57. Excepting towards Japog, the salt is not of quite as good a quality as it was last season. The thickness of the crust during both seasons was about two inches, but during the present season the crystals are smaller in size. The average weight per square foot last season was 1·78 seers; this season it was 1·83 seers. Quality of crop.

58. Two enclosures were kept in repair during the rains, and these were worked until the Lake salt was fit for extraction. Kyars or embanked enclosures.

From many places in the Lake, salt can be stored at a cheaper rate than from these enclosures. By suspending the work, we save the extra expense of filling brine into the pans* and supervision. Objection to working these.

59. During the year 1870-71 we obtained 119,369 maunds from portions of these Kyars, at a cost per maund of 6·35 pies, or Rs. 3·30 per 100 maunds. Crop obtained, its cost per maund.

This cost is high, owing to the expenditure of Rs. 1,086 incurred in keeping the walls in repair during the rains.

60. The average yield per square foot, from eleven measurements, was 3·06 seers. Each pan yielded one crop during the cold weather, and two crops during the hot; but in July three crops were obtained. Average yield per square foot.

The yield per crop from the same pan varied considerably. From a pan containing 9,568 square feet, seven crops were noted, which gave a total out-turn of 4,500 maunds. The greatest was 1,027 maunds, the least 392 maunds, while the average was 642·85 maunds.

61. The salt obtained by this process is not in favor with the traders. The objections made and the experiments tried to remedy each defect were as follows:— Quality of salt and experiments made to improve it.

62. *First.*—A large proportion of light fine-grained crystals, in size like English table salt, are always deposited for about six feet round the edge of the pans: this fine-grained salt the traders will not purchase, and they strongly object to salt of average-sized crystals when this is mixed in the mass. 1st, fine-grained

* It may here be noted that after the annual rains, the pump was not used for this purpose. The bucket or *chánch* answered so admirably, and was so much more easily worked by natives, that we had them fitted up at the several brine reservoirs.

how improved.

63. Believing that this deposit was caused by the rapid evaporation of a small depth of brine, pans were deepened, one pan to one foot in depth, the other to two feet. The brine being deeper the crystals formed slowly, those in the centre being much improved, while less of the fine-grained salt was deposited.

A certain amount of this fine-grained salt must in my opinion always form in these pans. When salt is forming the minute crystals are blown by the wind along the surface of the brine until they get to the edge, and there they fall, layer on layer, thus precluding any possibility of their obtaining a larger size.

2nd, small-sized crystals

64. *Second.*—The better part of the salt forms in the centre of the pan, and this during the cold weather months attains a fair size, but during the hot weather, when a depth of about six inches of highly concentrated brine was employed, the crystals formed quickly, fell to the bottom, and there massed in a cake. The salt thus obtained is not to be compared with the large crystals of the Lake, and is looked upon as inferior. Our out-turn from the Kyars would have been larger but for the rejection of this light salt from our stores.

how remedied.

65. To remedy this defect twigs were introduced into the deepened pans similar to the mode adopted at the Puchbuddra and Bhurtpoor salt works, and the result was highly satisfactory—fine crystals, nearly transparent, the sides of which averaged half an inch in size, being obtained. These were at once condemned by the traders because the crystals in their appearance showed that they had been formed on a branch, and might thus be mistaken for Bhurtpoor salt. What they insist on, is having crystals of the truncated pyramid form, so peculiar to the Sambhur Lake salt.

3rd, admixture of foreign salts

66. *Third.*—All the salt formed within these walled enclosures contains a large proportion of foreign salts, but chiefly sulphate of soda. During the coolest part of the day thin layers of these impure salts are deposited over the salt-crystals and become mixed up with them. On analysis this deposit was found to contain rather less than 10 per cent. of chloride of sodium, and nearly 75 per cent. of sulphate of soda. The pans are covered with a thick incrustation of these impurities, and each time they are charged with weak brine, a portion of these are dissolved and held in solution for a time. When concentration of the brine occurs, a part of the impurities is deposited in the pans, and a part with the salt. Salt with this deposit (locally called turee) in admixtured and having in addition attached to the crystals of salt, numbers of anhydrous opaque prismatic crystals of sulphate of soda which have been formed at a high temperature; always obtains a low selling price in the market.

how obviated.

67. The only means of freeing the salt from these foreign salts is by cleaning out the refuse mother-liquor from the pans after a crop of salt has been obtained, and by occasionally clearing away the incrustation which forms on the pans. This latter work is expensive, as the salt forms into a mass as hard as stone, and must be cut out with pick-axes.

During the cold weather large quantities of sulphate of soda always overlay the salt in these pans, giving the salt a frosted appearance. When the salt was extracted in the cold of the early morning, this was taken out with it, but latterly I obviated

this difficulty by allowing extraction to take place only during the heat of the day.*

Kyarees or salt pans,

68. In addition to the two modes of manufacture already described, a third, called the kyaree, or pan evaporation process, was attempted during the present season.

when worked,

69. This system is largely adopted in the Nawa-Goodha Sub-division during the earlier part of the season, but as the supply of brine is obtained from the Lake, when the salt commences to form in the Lake, these works, as a rule, are closed, and Lake extraction commences. Sometimes, however, when heavy showers occur during the Lake extraction season, the working of these pans is resumed and fresh crops obtained. Sometimes also during the hottest months, these may be worked by brine obtained by the excavation of deep reservoirs, but generally at that time the brine is so highly concentrated, and crystalization occurs so rapidly, that only a small-grained and inferior quality of salt can be obtained.

how constructed. 1st, excavated pans.

70. These pans are formed in two ways, and one of them, the khodae, or excavated, requires only a passing notice, as only a few are worked at Nawa. When pans are formed in the Lake bed, it is excavated to a depth of from one to two feet, but this process is only resorted to where the surface soil is porous.

Walled pans.

71. The other process is called moondee, or walled. A part of the Lake bed, as near the low water level as is practicable, is selected, having a layer of clay non-porous enough to prevent the absorption of brine, and on this, pans† about 200 feet by 50 feet, with their major length parallel to the Lake edge, are formed by building up mud walls about a foot high. Between each pan a phur, or space, is left broad enough for the passage of a country cart, and on this the salt is placed after extraction.

Process of working.

72. When the upper coating of soft mud has been cleared away from the surface, and the pans have been levelled and smoothed, brine is admitted into them from small reservoirs which are supplied with brine from narrow canals which extend from the brine in the Lake to the furthest removed pans. The raising of the brine is effected by bailing it from the lower to the higher level by means of a skin-lined basket, called a jhapoola, which is worked by two men. At first the supplies of brine are partly absorbed into the soil; but when the pans are in working order, two supplies of about six and four inches in depth (the second supply being admitted when the first has evaporated to about an inch) are sufficient to yield a crop of salt. The time occupied in the formation of a crop varies according to the specific gravity of the brine and the dryness of the air. During the cold weather a crop may form in from 30 to 40 days, while in the hot season it forms in about seven.

Sometimes, but not generally, extra pans, called sanchas, for the concentration of the brine, are made on the higher levels above the salt pans, and often as the Lake recedes, new salt pans are constructed.

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* As sulphate of soda is more soluble in water at 90° than it is at any temperature above or below this, it follows that hydrous sulphate of soda cannot be crystallized out during the hot weather, as the temperature of the external atmosphere is seldom below 90°.

On several occasions an interesting illustration of this fact has been observed at Sambhur. During the cold of the morning, crystals of the anhydrous sulphate of soda formed in the salt pans; when the heat of the sun operated on the brine these crystals were covered by delicate layers of salt crystals; as the sun's heat increased, the sulphate of soda dissolved and escaped from its coating of salt, thus leaving hollow casts of its prism-shaped crystals.

† Clusters or sets of pans when worked by the members of the same family or by partners are called Bundas. A Bunda may consist of one or more clusters of pans.

Experimental pans.

73. As an experiment, seven pans, averaging about 191 × 52=9,932 square feet, and two concentration pans, were constructed at the point marked F in Appendix A. These were worked from the 7th January to 7th April 1871. During this interval 6,031 maunds of salt were obtained in 24 crops: this gives an average crop per pan of 251·29 maunds.

Out-turn.

74. If the average out-turn per square foot on the whole area worked be calculated, it gives 2·7 seers; but if the concentration pans be excluded, it gives 3·21 seers per square foot. The out-turn per square foot when tested by actual measurement gave 2·04 seers.

Cost of salt per maund.

75. The expense incurred amounted to Rs. 143·97: this expenditure on the out-turn gives a rate per maund of 4·58 pies, or per 100 maunds of Rs. 2·37. In addition to the actual expenditure some departmental supervision was required.

Pans worked by contractors.

76. This work was carried on near the same locality by three men who undertook to supply salt at 4·80 pies per maund. This rate, when the 25 per cent. excess is taken into consideration, is reduced to 3·84 pies per maund. The total amount made by these contractors amounted to 21,650 maunds.

Cost per maund.
Out-turn.

Extension of this system.

77. Next season it is hoped that this work may be undertaken on a larger scale, as it will add very considerably to our stock, and it employs labor when not required on Lake work.

Quality of salt.

78. Salt thus produced was, as a rule, of very good quality and size. During the cold season the deposit of sulphate of soda was avoided by extracting the salt during the heat of the day. *Vide* paragraph 67 and footnote.

As the Lake yearly overflows these pans, all the accumulations of foreign salts are cleared away from the beds, and only towards the close of the works light deposits, similar to those described at paragraph 66, occur.

Manufacture at Nawa-Goodha.
Methods of obtaining salt.

79. In the Nawa-Goodha Sub-division salt can be obtained by four different methods of working—1*st*, from the Lake itself; 2*nd*, from sanchas or mud enclosures formed in the Lake bed; 3*rd*, from kyars or walled enclosures; and 4*th*, from kyarees or salt pans.

1st, direct from the Lake.

80. *First method.*—When salt forms in hollows of the Lake bed, only sometimes a good quality can be obtained, for the highly concentrated brine may be partly removed by the action of the wind just as the crystals are forming. At Goodha no effort seems ever to have been made to enclose Lake brine with low mud walls, and while generally the out-turn of salt at this place is the best in the Lake, this season's crop is slightly inferior. Next season an effort will be made to construct mud enclosures with the view of ensuring a good quality of salt.

2nd, from mud enclosures formed in the Lake.

81. *Second method.*—At Nawa, salt is obtained in these hollows as at Goodha, but in a portion (*vide* sketch map, Appendix A) of the bed, sanchas or mud enclosures were made by the laborers, and from these first-rate salt was obtained. During the native management these mud enclosures were constructed by the laborers, free of any cost to the Durbar, and this season we allowed the same thing to be done. In our future working, it would be well to induce the laborers to extend these works, or for Government to take the construction entirely in its own hand, as the quality of Lake salt is, as a rule, much superior and more eagerly purchased by the traders than salt made by the other methods.

THE SAMBHUR LAKE DIVISION FOR 1870-71.

82. *Third method, kyars or embanked enclosures.*—This method seems never to have been largely worked in the sub-division, and only two such enclosures, much out of repair, are in existence—one is at Nawa, and one at Goodha. The mud was cleared from the beds of the pans within them, and from the brine which remained in them, after the main body of Lake brine had receded, we obtained 6,585 maunds of good salt at a cost per maund of 4·22 pies. So long as average rain-falls occur and a good crop of salt can be obtained from the Lake, walled enclosures are expensive to work; but when excessive rains fall, these must be repaired to enable us to concentrate a portion of the weak brine by which they are then surrounded. For further information regarding the working of kyars or walled enclosures, *vide* paragraphs 58 to 67.

3rd, from kyars or embanked enclosures.

83. *Fourth method, kyarees or salt pans.*—For a full description of the construction and working by this method, *vide* paragraphs 68 to 78. For the positions of the Lake bed on which these works were constructed, *vide* sketch map, Appendix A. In all 483 pans were constructed, 362 at Nawa, and 121 at Goodha. These were made by contractors who undertook the construction of the works and the supply of salt at the pans for 2 pies per maund. Up to the close of the year we received from them 173,250 maunds, the extraction and storage of which cost 3·39 pies per maund, and from some experimental pans worked by ourselves we obtained 3,670 maunds, which cost 4·72 pies per maund. Altogether we obtained from this source 175,714 maunds,* at a cost per maund of 3·42 pies, or per 100 maunds Rs. 1·78.

4th, from kyarees or salt pans.

84. The experiment of working salt pans so far as cost is concerned was less successful than at Sambhur. The salt thus obtained cost 1·33 pies per maund more than that supplied by the contractors, and was 0·14 of a pie per maund in excess of that experimentally made at Sambhur. The quality of the salt obtained was very good, and the yield per square foot was 2·0 seers.

Result of experimental working of salt pans.

85. At Nawa, a work of some importance has yearly to be constructed, or repaired, according to its strength and the severity or otherwise of the annual rains. This is a dam or retaining wall, locally called a nath, which separates the Lake brine in the western extremity of the Lake from the principal body of brine in the eastern extremity. It extends from nearly opposite the town of Nawa to the southern shore. *Vide* sketch map, Appendix A. The central portion of it is strongly built with mud firmly puddled together and protected on either side by bundles of grass and stakes. The portion thus made measures 2,875 yards, or 1·63 miles in length, and cost Rs. 719·27, or Rs. 25·018 per 100 yards; while the portion made of mud only measured 668 yards and cost Rs. 10·52, or Rs. 1·57 per 100 yards. Its total length is 3,543 yards or 2·01 miles, and its total cost amounted to Rs. 729·80.

Construction of dam or retaining wall.

Its position.

Length and cost.

86. The existing wall has been built unusually strong during the past season, and may possibly stand the erosive action of the water during the height of the rains; but should it be destroyed, it might be deemed advisable te construct a road-way with sluices, broad enough for the cattle of Bunjara traders, and charge a light toll for allowing them to cross. This would save the Bunjaras trading southwards the two marches which they have to travel *viâ* Sambhur, and it would also enable them to avoid the Kishengurh territory, where at present a road-due

Future use to which this might be applied.

* This represents the quantity entered as stock, a difference of 1,206 maunds having occurred in the storage measurements.

of 2 annas per maund is levied. The cost of such a road-way might at first be expensive, but eventually, what with the sums realized as toll fees and the savings in repairs, it might probably be a saving to the Government.

Its object.

87. The object attained by the construction of this wall is, that it prevents the brine from being driven by the prevailing high westerly winds along the level Lake bed to the eastern end. From the supply of brine thus retained the salt pans are supplied during the earlier working months of the season, and as it recedes and concentrates in hollow places, it is confined by mud enclosures, *vide* para. 81.

Difficulties in procuring supplies of wood and grass for this work.

88. The difficulties in procuring supplies of wood and grass for this dam were considerable, owing to these supplies being obtained from the lands of the villagers. Formerly the Durbar officials took what was required, and no one opposed them, whereas we had great difficulty in securing what was absolutely required for this work. Grass was scarce, and the season's supply had been cut and stored, but still we succeeded in inducing the land-holders to part with a portion of it for the cost of cutting.

Arrangements for future supply of wood.

89. Cuttings of the Farás tree are being planted around the Lake edge, and 1,284 young trees now exist. After the seasonal rains, every endeavour will be made to propagate from five to six thousand of these trees; so that in time we may be entirely independent as regards supplies of wood.

Storage.

Concentration of stores effected.

90. The stores in the Sambhur Sub-division have been reduced from 24 to 13 in number, and it is hoped that during next season's sales a further reduction will be effected. In the Nawa-Goodha Sub-division there are at present 18 salt stores, but it is hoped that as the old stock of salt is disposed of, some of the existing stores will be abolished.

Formerly no attempts made towards this.

91. During the native government, salt was stored by the laborers wherever they chose; and on our assumption of charge, the guarding of the many stores entailed a certain amount of establishment, which may be dispensed with, as a proper concentration of the stores is effected.

System of estimating storage.

92. The mode of estimating the daily quantity stored is sufficiently accurate for all practical purposes, and is extremely simple.

Under native governments.

93. Under the native governments the laborers formed their day's collections of salt into small pyramids, scattered near to and around the store which was being formed. In the cool of the evening the contents of these heaps were estimated by the valuators of stock (Kountera) in the most hap-hazard manner. They looked at the heap, made a rough guess as to what amount of salt it contained, and this was recorded by a writer, invariably under protest of the laborer, who insisted that his heap was under-estimated.* After the whole day's collection had been

* In forming this opinion they were correct; for on one occasion, on testing by weighment the guess estimate of the valuator, the following result was obtained:—

Guess estimate of heap.	Actual weight.	Excess.	Excess per cent.
Mds.	*Mds.*	*Mds.*	*Mds.*
13·75	24·00	10·25	74·54
12·50	19·00	6·50	52·00
12·50	23·00	10·50	84·00

thus estimated, the laborers and writers returned to Sambhur, payments were then commenced, and these as a rule continued till midnight.

94. This system, with fairer guess estimates, was practised on our first attempts at valuation of stock; but before the salt was admitted into the store, it was tested by measurement in boxes of known capacity. This process was objectionable, as it entailed great delay and dissatisfaction. Delay was occasioned in filling and emptying these boxes, and as the women could not handle them deftly, extra work fell on the men. As the heaps were cleared, the laborers on many occasions saw that their heaps contained a greater amount than had been estimated, and this resulted in grumbling. At first adopted by us on fairer principles.

95. During the course of the working season, it occurred to me that if the salt in the small pyramids was built up to the angle of repose,* constant or nearly constant measurements could be obtained for the length of the slope. Improved system of storage.

96. A series of over 50 experiments with average-sized crystals of salt was carefully made, and the following results obtained— Results of experiments.

Names of different sizes of heaps.	Gôn. ¼	Gôn. ½	Gôn. ¾	Gôn † 1	Gôn. 1¼	Gôn. 1½	Gôn. 1¾	Gôn. 2
Weight in heaps in maunds, seers, chuttacks	1 22 5	3 5 0	4 27 8	6 10 0	7 32 8	9 15 0	10 37 8	12 20 0
Measure of side from base to apex in ft. and inches. (Average of 40 trials) ...	1′ 7·70″	2′ 1·25″	2′ 4·45″	2′ 6·95″	2′ 9·60″	2′ 11·75″	3′ 1·95″	3′ 4·05″

97. With the above results an improved system of measurement was inaugurated. Rods with the length in feet and inches marked off on them placed in the hands of the estimators, the small pyramids arranged on lines marked on the ground, and each laborer made to sit near to his heap. The estimations are then carried on as follows:—The officer commences at the lines of pyramids furthest from the store; the laborer calls out his name; the estimator applies the rod to the slope and states the quantity in the heap in gôns or portions of gôns; and the officer records the name and quantity, and orders the treasurer's assistant to pay the necessary amount. The apex of the heap is then knocked off and the payment placed on top of it. A photograph of the operation may assist in the elucidation of the text. Advantages of new system.

By means of this system all disputes are avoided, and our native subordinates have no opportunity to falsify their accounts. Each laborer stores his portion at once, and all are enabled to reach their homes by dusk in the evening at the very latest. On several occasions all the work has been completed by 5 P. M. For a short time at first, the workers were opposed to this innovation, but now not a grumble is heard over the whole of the

* From a series of experiments the angle of repose of salt was found to be 36°.

† A gôn is a bag or sack such as is used for carrying goods on camels or bullocks in this country.

The word is used conventionally as a measure of capacity; a small gôn is said to contain 2 maunds, 2 seers, 8 chuttacks; a medium gôn 3 maunds, 7 seers, 8 chuttacks; and a large gôn 4 maunds, 5 seers. A gôn may measure what the buyer and seller settle between themselves.

The large gôn was in use during the native government, but this I increased to 5 maunds.

Our stock is estimated by this, with an addition of 25 per cent. for wastage of sorts.

works. Its adoption in the Nawa-Goodha Sub-division met with no opposition whatever.

Storage results as tested by actual weighments.

98. The actual out-turns by weighment of new heaps have given a high percentage, six new heaps having yielded a percentage of 31·09. The highest percentage was 49·54, the lowest 6·54. The heap in which the low percentage occurred contained only a small quantity of salt, and was estimated by the eye and box system referred to in paragraph 94. Two heaps which contained large crystals of salt estimated by the rod gave 23·93 and 27·05 per cent. excess, while the heap which gave the highest percentage contained a quantity of small-sized crystals. The percentage obtained may seem high, but were a lower percentage adopted and large salt stored, in all probability we would suffer a loss, more especially if our heaps have to stand the exposure of heavy seasonal rains.

Other systems of measurements proposed.

99. Other modes of estimation have been suggested, such as measuring the height of the pyramids, drawing with sets of fixed compasses circles on the ground within which the salt should be built up, and frames with moveable sides.

Difficulties against their adoption.

100. The first of these modes gives results less accurate than the measurement of the slope, while the measuring rod, which has a long arm at right angles to the rod placed on the ground, is more difficult to manage, and the slightest remove from the perpendicular gives false results. With regard to the other two modes the objections are, the expense required for the implement, the constant shifting of these from one store to another, the inequality and rocky character of the ground at some of the stores, and the extra establishment which would be required to draw the circles and set frames every morning.

Quantity of salt stored from each source.

101. The following figures show the amount of storage effected from the various sources since the commencement of our operations till the close of the official year 1870-71 :—

SAMBHUR SUB-DIVISION.

February and March 1869-70.		Maunds.	Maunds.
From Kyars (wall enclosures)		9,200	
Lake		21,440	
			30,640
During 1870-71.			
From Lake		782,050	
Kyars		119,369	
Kyarees (pans on shore)		27,681	
			929,100
			959,740
NAWA-GOODHA.			
Lake			
Kyarees		175,714	
Kyar		6,585	
			182,299
			1,142,039
Add excess discovered on stores cleared up to 31st March 1871 (new salt) ...			46,444
		TOTAL	1,188,483

Equal to 43658·56 tons.

General quality of salt.

102. The quality of the present season's collection is not quite as fine as the former. A nearly equal proportion of the blue and white varieties have been obtained, but no effort was made to collect the red variety. It was formerly reported that red salt was in request about Tonk, &c., but this was a statement of the traders. When a small heap of good red salt was opened, the traders from Tonk and elsewhere refused to take even ten per cent. of it in their despatches. Why this salt should be so

disliked it is impossible to say, for when ground into a fine powder the traders themselves could not distinguish it by either taste or appearance from the best salt in a similar condition.

At Nawa-Goodha no Lake extraction was effected during the season, all the salt stored being obtained from the kyarees or salt pans. The quality of the salt obtained was very good.

Weather.

103. The weather up to the end of the year was extremely favorable for our operations, and owing to the nature of the arrangement of the works, their being nearer to the Lake edge and a portion close to Sambhur, more salt has been stored up to date.

Labor.

104. The closeness of the works to the town and our system of rapid payments (*vide* para. 97) gave us a fair daily average attendance of labor: that for March 1871 was 403 laborers, against 143 during March 1870. Again, during March 1871 we extracted 1,64,244 maunds of salt, while in March 1870 we only stored 27,019 maunds.

At Nawa-Goodha we experienced no difficulty in the labor supply. This was furnished by the contractors who worked the pans.

MANUFACTURE.
LABOR.
Supply during present season, fair.

105. During the present season it may be said, that we have scarcely encountered any difficulty with regard to the supply of labor, and the principal portion of the labor obtained has been drawn from the town of Sambhur. The causes which operated to effect this result were, that fewer hands were necessary this season to attend to agriculture, the proximity of a portion of the salt-field to the town, and our easy system of payments enabling all or nearly all the members of a family to perform a fair morning's work without interfering with the household arrangements.

Owing to various causes.

Advantage of securing early supply.

106. No doubt it would be an advantage, if we could store the major portion of the salt in the early part of the season, for then we would to a certain extent be safe, should early rains occur. Much of the labor of the neighbourhood is this year employed by the Jeypoor Durbar in the excavation of tanks for irrigation purposes, and some portion is also employed in railway works. Still as the season advances considerable accessions to our supply may be expected.

Working classes of neighbourhood how employed.

Average attendance on our works.

107. During the month of March we had an average daily attendance of 400 laborers, the highest attendance on one day being 759; this is highly favorable compared with what we had during the former season during the same period.

The possession of Revenue Powers would be an advantage.

108. Had we Revenue Powers in our hand, the supply of labor which is fair (*vide* table, para 110) might be regulated to our demand; but as things now stand under a Joint Government, the active assistance of the Jeypoor official with instructions from his superiors is often thwarted by the Jodhpoor official, who rarely receives instructions from his Durbar and is afraid to act on his own responsibility.

Amount of land revenue derived from joint jurisdiction.

109. The average land revenue derived from Sambhur and the twelve villages under its jurisdiction amounts to about Rs. 14,000 *per annum.

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* Since the late famine the land revenue has been reduced to about Rs. 8,000, but during Major Morrison's time (about 1840) it amounted to Rs. 25,000.

Census of joint jurisdiction.

110. Towards the end of 1869-70, a census of the inhabitants was taken, a detail of which is as follows:—

Census of Sambhur and Villages within its jurisdiction.

	Houses.	Men.	Women.	Children.	Total.
Sambhur ...	1,950	3,034	3,103	2,776	8,913
Twelve Villages ...	606	1,004	887	1,024	2,915
TOTAL ...	2,556	4,038	3,990	3,800	11,828
Approximate proportion available for Lake labor ...	.....	842	764	737	2,343

Estimate of salt-extracting class.

111. The salt-extracting class are estimated to supply 1,170 laborers, and on this class we principally depend for our work. To them the lake occupies the same position as the field to the agriculturist. During the cold weather, the repairs and construction of works, and during the hot weather, gathering of the salt harvest, affords them ample employment and remuneration.*

Probable difficulty in securing future supplies of labor might be overcome by possessing land Revenue Powers.

112. When the railway works are commenced, until their completion, we may fully expect to encounter considerable difficulty in securing an adequate supply of labor, and what we may secure will in all probability be at enhanced rates; but were Revenue Powers in our hands, much of this would be obviated.

Average daily earnings obtainable.

113. In the following table the average daily earnings of the laborers are shown. Owing to the works being nearer to the stores than they were last season more salt can be extracted and stored, and when laborers work with a will, higher earnings can be obtained:—

DESCRIPTION OF LABOR EMPLOYED.	EXTRACTION.		PORTERAGE.		EXTRACTION AND PORTERAGE.	
	Average daily work.	Average earnings.	Average daily work.	Average earnings.	Average daily work.	Average earnings.
	Mds.	Rs. A. P.	Mds.	Rs. A. P.	Mds.	Rs. A. P.
Men	16·31	0 4 10·7	20·25	0 3 0·45	13·5	0 6 0·90
Women	13·25	0 3 11·70	15·25	0 2 3·45	10·25	0 4 7·35
Children	6·50	0 1 11·40	8·5	0 1 3·30	5·50	0 2 5·70
Carts	55·00	0 13 9·	65·0	0 9 9	45·00	1 2 0
Bullocks	30·00	0 7 6·	40·00	0 6 0	20·00	0 8 0

DELIVERIES.

Stock received from Joint Governments.

114. The estimated stock made over to the British Government by the Joint Governments, on our assumption of charge of Sambhur on 1st February 1870, amounted to 9,10,215 maunds, while that received from the Jodhpoor Government at Nawa-Goodha on the 1st October, was roughly estimated at 10,62,829 maunds. This makes the total amount of stock received 19,73,044 maunds.

Details of additions of new stock, sales, balance in hand, &c.

115. The subjoined statement exhibits the additions of new stock, the sales effected, the adjustment of excesses and deficits

* On my watching a Salt-extractor of moderate strength, I found that he carried a load of salt which weighed 1 md. 35 seers 11 cks, and performed the double trip from and to the salt in the Lake bed, over a distance of 660 yards, or a total distance of 1,320 yards, in from 20 to 25 minutes. To earn 6 annas this man had to make eight such trips, and if no delay occurred the work could be done in four hours. Allowing 6 annas per day as the average earning of a man, the wages per month will be Rs. 11-4; or for four months (the period over which salt collection extends) Rs. 45. During moderate seasons a man can be well fed for 2 annas a day, therefore a laborer who chooses can earn in four months enough to keep him for a year at the rate of 1·97 annas per day.

THE SAMBHUR LAKE DIVISION FOR 1870-71.

discovered, and the balance of stock in hand up to the close of the three periods under review :—

DR. CR.

	Storage of New Salt.	Excess on Stores cleared.	Total.	Sales of Old and New Salt.	Deficit on Stores cleared.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Sambhur Sub-Division...	Stock received from Joint Governments on 1st February 1870.		9,10,215	2,37,093	24,478·67	2,61,571·67
2 months, 1869-70 ...	30,640	17,199·67	47,839·67	Balance on 31st March 1870.		6,96,483·00
TOTAL ...	.....	.....	9,58,054·67	.....	.....	9,58,054·67
	Balance of Stock on 1st April 1870.		6,96,483	8,07,756	46,327·75	8,61,083·75
				Free Salt.		
12 months, 1870-71 ...	9,29,100	77,466·25	10,06,566·25	7,000		
				Balance on 31st March 1871.		8,41,965·50
TOTAL ...	.....	.....	17,03,049·25	.....	.....	17,03,049·25
Nawa-Goodha Sub-Division	Stock received from Jodhpoor Government on 1st October 1870.		10,62,829	2,01,043	77,890	2,78,933
6 Months, 1870-71 ...	1,82,299	156	1,82,455	Balance on 31st March 1871.		9,66,351
TOTAL ...	.....	.....	12,45,284	.....	.....	12,45,284
	Total stock received.		19,73,044	12,52,892	1,48,696·42	14,01,588·42
				Balance on 31st March 1871.		18,08,316·50
Total for the 14 months	11,42,039	94,821·92	12,36,860·92	} or 66,427·88 Tons.		
TOTAL ...	.....	.....	32,09,904·92	.....	.....	32,09,904·92

116. The total number of store heaps which have been cleared amount to 44 of the old stock and 6 of the new. From the following table will be seen the considerable deficits discovered on the weighment of this portion of the old stock :— Store heaps disposed of, show deficits on old.

Period.	Number of heaps cleared.	Estimated Quantity.	Actual Out-turn.	Excess.	Deficit.	Net Excess.	Net Deficit.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Sambhur Sub-Division—	Old Salt.						
2 months, 1869-70 ...	14	2,26,197	2,18,918	17,199	24,478	.....	7,279
12 months, 1870-71 ...	21	3,67,332	3,52,026	31,022	46,327	.....	15,305
	New Salt.						
Nawa-Goodha—	6	1,49,344	1,95,788	46,444	.....	46,444	.....
	Old Salt.						
6 months, 1870-71 ...	9	1,77,500	99,766	156	77,890	.....	77,734
TOTAL ...	50	9,20,373	8,66,498	94,821	1,48,695	46,444	1,00,318

117. The balance of stock in hand is composed of the following quantities of old and new salt :— Old and new salt composing balance in hand.

	Mds.	Mds.
Sambhur Sub-Division—Balance of old stock	2,39,158½	
Ditto ditto new	6,02,807	
		8,41,965·50
Nawa-Goodha Sub-Division old	8,33,427	
Ditto ditto new	1,32,924	
		9,66,351·00
Total stock in hand on 31st March 1871...		18,08,316·50

Objections to old stock.

118. Towards the end of the official year, many complaints were made by the traders regarding the quality of the old stock; and, as our sales were dull at the time, some of the new stores were opened. The salt made over to us was, as a rule, of very fair* quality, and some of this composes the balance of the old stocks which has yet to be cleared.

A portion of which is too inferior to be disposed of.

119. The best portion of it may possibly be sold at the commencement of next season, but there is over half a lakh of maunds in open and broken-up heaps, which will be difficult to get rid of. Until some arrangement is made regarding the disposal of this inferior salt, the adjustment of the stock account with the Joint Governments will be retarded.

Quality of stock received at Nawa-Goodha.

Very inferior,

120. At Nawa-Goodha the stock made over to us was very inferior, and it has been estimated that only about a fourth of it is really saleable. The local officials were ordered to store a certain quantity of salt to be made over to us as stock, and they collected (in some heaps at least) salt which, under ordinary circumstances, would never have been stored. An attempt will be made to sell as much of this as is possible, but the large portion which must, I feel sure, be rejected by the traders so long as they can insist on having a better quality, will act as a good reserve stock should a heavy rainfall, like that of 1861, prevent our manufacturing salt according to our present system.

but may act as a reserve.

Proposed abolition of stores.

121. At present there are 19 salt stores at Nawa-Goodha, but, as the salt is disposed of, some of these will be abolished and a saving in guarding establishment effected.

Weighment of salt. Former system.

122. During the Native management, the weighments of salt were conducted in a very careless way, and one that was open to fraud being practised by the employés. The weighments were conducted at two places, and however far removed the store, one bag from each despatch had to be conveyed from it to the place of weighment. Small despatches were never tested by weighment.

At first we attempted to weigh the entire despatch by weighing the salt loose, and allowing the traders to fill their bags as it was being weighed, but this led to great delay and confusion, and the system of weighing 10 per cent. was adopted, and has been found to work well. If trade became at any time excessive, the weighment of 5 per cent. would suffice, and this would enable the traders to clear their despatches sooner.

Present system.

123. At present the proportion of salt selected is weighed loose, so as to avoid the calculation of tare, which the various sizes and weights of the bags would entail, and from five to seven maunds are weighed at a time. To weigh 100 maunds in this way occupies one hour.

Cost of filling despatches borne by traders.

124. The cost of watering the salt, excavating it from the heap, the preliminary weighments by hand scales, and the filling of bags, is borne by the traders. The accompanying photograph illustrates the various operations in the process of filling and weighing despatches.

TRADE.

General condition—Good.

125. The salt trade may be said to have continued fair during our administration of the Lake. In the Sambhur Sub-Division, the sales effected were nearly equal to our expectations, while in the Nawa-Goodha Sub-Division they were less; but various causes contributed to this, over and against which we, for the time, had no control.

Sambhur Sub-Division. Fair average sales effected.

126. In the Sambhur Sub-Division the sales effected may be said to have been a fair average year's trade, 8,07,756 maunds

* Here reference is made to the stock received at Sambhur, that at Nawa-Goodha is very bad.

having been sold. During the Native Governments the sale of nine lakh maunds was considered very good, and seven lakh maunds poor. In the year prior to our assumption of charge, much more than nine lakh maunds were disposed of, and this had an adverse influence on our trade, in that the marts were overstocked with salt.*

127. During the first start of our operations, the sales were high for the first three months, as the impression still existed that it was the intention of Government to levy Rs. 3 duty at the Lake. After that the supply of fodder ceased, and carriage could not be procured. During May, June, July, and August, the monsoon season, the sales continued low; but in September carriage arrived, and from that time till the end of the official year 1870-71 continued fair. The greatest sales were effected in October when 1,36,892 mounds were sold.

During first part of operations sales high.

128. The trade of this sub-division divides itself over five routes† to supply the various chief marts where our salt is in demand.

Course of trade.

129. These marts and the proportion carried in the direction of each during the year 1870-71 will be seen from the following figures :—

Quantity conveyed along each route.

	Mds.
Jhansie, Saugor, Kerowlee	3,18,523
Bhurtpore, Agra	2,80,278
Tonk, Boondee, &c.	1,50,512
Ulwar, Ferozepore	30,027
Rewaree, Delhie	27,899
Free salt, Jeypore Durbar	7,000
Sold for local consumption	517
TOTAL ...	8,14,756

130. The sketch map, Appendix B, shows the lines of country over which the salt is carried, and the points at which it crosses the Inland Customs Line.

Vide sketch map, Appendix B.

131. On the whole, the employment of traffic guards to convoy despatches to the limit of the Jeypoor territory has worked well. During the official year 2,730 despatches‡ left this division; of these 2,212 were convoyed by guards and 518 left unconvoyed. With regard to the unconvoyed despatches, they were mostly for the neighbouring States, and were so small that their owners preferred to risk stoppage and annoyance rather than pay for a guard.

Traffic guard system, satisfactory,

It is gratifying to record, as it testifies to the good management of the Jeypoor Durbar, that only four cases occurred where small amounts of blackmail were levied, and these were levied by the servants of one Thakoor under an erroneous impression that it was the Thakoor's right. The Thakoor was severely censured by the Durbar and warned against a repetition of these practices.

and testifies to the willingness of the feudatory Chiefs in carrying out the orders of the Jeypoor Durbar.

132. On our assumption of charge at Nawa-Goodha, nearly a whole month elapsed before the levy of road dues was ordered by the Jeypoor Durbar, and then the effect in stopping our sales, north and north-east of the sub-division, was very serious. Arrangements were quickly made to enable traders to pursue those routes unmolested, but before confidence was gained, the carriage was diverted to other salt marts.

Serious results from levy of road dues on the Nawa-Goodha trade.

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* Large supplies were also placed in villages in the Jeypoor State, and as yet, owing to these supplies not having been disposed of, no salt has been exported from the Lake for its consumption.

† In dealing with this subject I have purposely kept the trade along the trade routes of the sub-divisions separate, as the Nawa-Goodha Sub-Division furnished results only for six months.

‡ A despatch may consist of any number of sale-warrants. The number of sale-warrants issued in the Division during the year amounted to 4,766.

ASSISTANT COMMISSIONER'S REPORT ON

Routes of traffic guards, *vide* sketch map Appendix C.

133. In sketch map, Appendix C, is shown the various routes along which despatches are convoyed by the traffic guards to the boundary of the Jeypoor State, and a table is also given showing the distances and the rates paid by the traders.

Carriage.
Kinds employed and quantity exported by each kind.

134. The following table shows the various kinds of carriage employed for the export of salt, the aggregate number and quantity of salt carried by each kind, and the average loads carried :—

	Bullocks.	Camels.	Carts.	Asses.	TOTAL.
	No.	No.	No.	No.	
Aggregate number of beasts of burden employed during the year 1870-71 ...	1,87,233	36,229	2,424	2,794	
	Mds.	Mds.	Mds.	Mds.	
Ditto quantity carried during do. ...	5,57,320	2,07,021	38,099	4,799	
Average load per beast in maunds ...	2·98	5·71	15·71	1·72	

Number employed along each route.

135. The number of each kind of carriage employed along the five trade routes was as follows :—

	Percentage taken along each route.	Bullocks.	Camels.	Carts.	Asses.
Kerowlee, Jhansie, &c.	39·03	99,053	1,565	...	448
Bhurtpore, Agra, &c.	34·43	34,156	29,914	1,389	1,050
Tonk, Boondee, &c.	18·49	41,665	71	1,004	80
Ulwar, Ferozepore	3·69	6,840	2,265	24	1,216
Rewaree, Delhie, &c.	3·43	5,519	2,414	7	...
Free salt to Jeypoor and deliveries for local consumption	0·93				

Cost of duty-paid salt in Agra.

136. The demand and supply of carriage play a very important part in regulating the market price of salt. During the past year the highest rate paid per maund to Agra* was 13 annas and the lowest 8 annas. In the year of famine, 1867-68, the grass-supply failed, and Bunjaras could not come to the Lake. The only means of export at that time were a few camels which travelled quickly, existing on the way by the

* In dealing with the ruling rates of carriage and price of salt I refer to Agra, as it is the nearest mart where duty-paid salt is sold, and more reliable information can be obtained with regard to it, than the other marts.

scant fodder supplied from such trees as the excessive drought had not completely dried up, and the rate per maund to Agra was Re. 1-8.

During the famine year, salt in Agra sold for Rs. 6-14 per maund, while in the year prior to our working the Lake, the average price was Rs. 6. — During Native management.

137. Since the introduction of Government salt, its selling price varies from Rs. 5-1 to Rs. 4-10 per maund, or at an average rate per maund of Rs. 4-13-6. From these prices it will be observed that Sambhur salt is being sold now at about Re. 1-2-6 per maund cheaper than it was before Government assumed charge of the Lake. — During British management.

138. Formerly only the best quality of salt was exported to Agra, but latterly salt of different qualities has been sent. All salt sold at the Lake is in itself fit for culinary purposes, but in a market point of view well-to-do purchasers are willing to pay a high price for new salt, with crystals of fair size and of a slightly bluish color, in preference to accepting old salt with small crystals of a white color at moderate price. — Causes which regulate price.

139. Or taking the former price of Rs. 6 per maund, and comparing it with the average rate of Rs. 4-13-6 now paid, each consumer of four seers of salt per annum, the average consumption allowed for adults, pays now 7 annas 9 pies for what he gave formerly 9 annas 7 pies, or saves 1 anna 10 pies, or 19·13 per cent. per annum on his consumption of salt. — A saving effected by consumers of duty-paid salt.

From the above results, it is obvious that Government has successfully accomplished what it aimed at; the duty-paying salt consumers are now obtaining salt at cheaper rates, while a slight gain has accrued to the Imperial Revenue. — And the object aimed at by the British Government accomplished without loss

140. The sales in this sub-division during the first six months of our operations fell short of our expectations by nearly a lakh of maunds, and the causes which led to this I shall endeavour to explain. — Nawa-Goodha Sub-Division. Sales effected below expectations. Causes which led to this result.

141. During October, the sales amounted to 25,355 maunds, and this may be looked on as fair, when it is taken into consideration that the traders had drawn large supplies of good salt at low rates, to benefit by the difference between 6 or 8 annas per maund, and the Government price of 10 annas per maund. A good deal of salt is said to have been taken to the villages outside of our customs jurisdiction to be disposed of at leisure. — The sales effected prior to our assuming charge.

142. Again, during the Native management of the Lake, the Jodhpore Government sold salt at 6 annas per maund to the Saugor and Jhansie traders, to entice them from dealing with the Joint Governments at Sambhur, where salt sold for 8·3 annas per maund, and an additional rate of 5·1 annas per maund had to be paid as transit dues to the Jeypore State. By dealing at Nawa-Goodha the traders had to pay a transit due of 2 annas per maund, and this made the price of the salt at one place equal to the other; but by dealing at Nawa-Goodha they altogether avoided the transit dues levied by the Jeypore State. When the British Government took over Nawa-Goodha, and salt sold for the uniform rate of 10 annas per maund, the traders could gain nothing by going there, and as Sambhur was nearer to the marts they dealt with, they took their supplies from Sambhur. From the above it is evident that while this influence was a direct loss to — The Bunjara traders dealing at Sambhur.

Nawa-Goodha, it is no loss to the interests of the division, as the sale of 1,36,829 maunds in October testifies.

The levy of transit dues on the Nawa-Goodha trade by the Jeypore Durbar.

143. During November and December we sold in each month about 16,000 maunds, but the influences which thus reduced our sales were unlooked for, and the injury which resulted was considerable. Up to the end of October, the Jeypore State had allowed all salt sold at the Nawa-Goodha marts to pass through its territories unchallenged; but towards the close of that month the Durbar issued an order for the levy of transit dues on this salt, and several traders, who went towards Bewanee and Rewaree, had to pay at the rate of a rupee per maund on their salt. This produced a panic, and as at this time the Jodhpore Durbar had instructed its officers in the sub-division to encourage traders to visit the salt sources of Deedwana and Puchbuddra, where salt would be supplied at reduced rates, the greater portion of the carriage owners preferred going to those marts to risking a despatch from Nawa-Goodha, when they might have to pay one rupee per maund extra. Although orders for the abolition of the transit dues on the Nawa-Goodha salt were speedily received, and intimation furnished to the Jeypore officials along the various routes, the impression amongst the traders was lasting, and the fact that they went off with their carriage to Deedwana and Puchbuddra instead of dealing at Sambhur shows that the inducement of cheap rates had the effect which the Jodhpore officials anticipated. The quantity of salt stated to have been sold at these marts is estimated at between three and four lakhs of maunds.

The Jodhpore Durbar's inducement to the traders to deal at the Deedwana and Puchbudra marts.

The inferior quality of the stock made over by the Jodhpore Government.

144. The quality of the salt we tried to dispose of during those two months was much complained against by the traders. They had formerly paid six or eight annas for salt of the same quality, and now that they had to pay ten annas they demanded the very best stores to be opened for them. In reality the salt offered to them was much superior to what was first sold by us in Sambhur. The object we strove for was, not to sell bad salt, but, seeing that salt was sold at a uniform price, we tried to dispose of salt existing at stores which could be abolished, and thereby effect considerable saving in guarding establishment. At Sambhur we succeeded; but at Nawa-Goodha, the influences described caused us to abandon the attempt to please the traders, who were now beginning to feel that the various routes were free from the levy of transit dues.

Sale of new salt at close of year.

145. During January, February, and March, the sales were fair, averaging 47,728 maunds per month. During March, we fully expected to dispose of a lakh of maunds by the sale of new salt, while only 52,012 maunds were disposed of. This was poor considering the inducement; but then the northern marts were filled with salt.

Data on which estimate of probable sales was formed.

146. In fixing our estimate of probable sales, we were guided by the average sales effected by the Jodhpore Government during the years 1867-68-69, which amounted to 5,79,648 maunds; of this quantity, 41·88 per cent. went to the northern, while 58·12 per cent. went to the southern marts. If the convenience and profit to the southern traders is in any degree increased by their dealing at Sambhur, this portion of the Nawa-Goodha trade is lost to it, and its success as a sub-division must be estimated by the general success of the division.

Influence of southern traders.

THE SAMBHUR LAKE DIVISION FOR 1870-71.

147. The subjoined table furnishes information regarding the trade and carriage of the sub-division. Trade routes, &c.

Names of Marts.	Quantity of salt taken along each route.	Percentage taken along each route.	Carriage employed.		
			Camels.	Bullocks.	Carts.
Bewanee	1,36,574	67·93	23,615	42	187
Jhansie, &c.	33,354	16·59	70	12,115	...
Rewaree	22,075	10·98	1,997	3,638	9
Boondee, &c.	5,018	2·50	...	1,797	...
Bhurtpore, Agra ...	3,568	1·78	464	...	...
Local consumption ...	454	0·22	...	...	...
Total ...	2,01,043	...	26,146	17,592	196

148. The only route which requires notice is that to Bewanee. Formerly the traders were made to go round by the town of Koochawun, where transit dues were levied by the Thakoor, but now that no dues are levied, they go northwards *viâ* Marot, and this saves them two marches. I regret the injury caused to the trading influence of Koochawun by this change of route, on account of the loyal feeling which Thakoor Kesree Sing has towards our Government. Change of Bewanee route.

149. The rates to Bewanee have varied during the six months from 11·5 annas to 7·08 annas per maund, and towards the close of the official year, the average prices of salt sold in this mart were as follows :— Selling price of salt at Bewanee.

Puchbuddra	Rs.	1	9	1·25	per maund.
Sambhur	„	1	5	6·00	„
Deedwana	„	1	1	0·00	„

150. If low prices are maintained at the Puchbuddra mart, it may pay traders to export salt, and the more wealthy classes may be willing to pay more for it, on account of its pretty appearance, just as the people in the North-West prefer Sambhur to Bhurtpore salt. But the Deedwana salt has nothing but its cheapness to recommend it. The samples which I have lately received direct from the works look very inferior to our worst Sambhur salt. Probable influence of the Deedwana and Puchbuddra marts on o sales.

PENAL ACTION

151. Altogether our salt laws have been well respected, and only a few cases of petty thefts have required investigation and trial in the Sambhur Lake Court. This, considering the opportunity for theft in many places of the Lake, is mainly due to the vigilance of the officers and men who compose the guarding establishment, and also to the fact that our rules were well explained to the people of the neighbourhood. The many traders and laborers who flock to our works, have been duly warned that any contravention of our rules would, on conviction, assuredly lead to severe punishment. Petty thefts, Suppressed by vigilance, and warnings.

152. Salt is now a part of the stock in trade of every Bunniah in the division, whereas on our arrival when any of the community required salt, they went to the nearest open heap, and took away as much as they required. The people grumble a little at the change, still they conform to it, and the having to purchase is not looked upon as a grievance. Salt now sold in the neighbourhood.

ASSISTANT COMMISSIONER'S REPORT ON

Number of thefts reported.

153. During the fourteen months of our operations, only seven cases of theft were reported. Three of these, of a trivial nature, were dismissed by the Department, while four were tried in the Sambhur Lake Court.

One of the three cases above referred to was the only case of theft reported in the Nawa-Goodha Sub-division.

Detail of cases.

154. The following table shows the seizures effected in the division during the fourteen months, from 1st February 1870 to 31st March 1871: —

Division.	Beat or Sub-Division.	Number of cases.	Salt.	Details connected with seizures and committal of smugglers.						Total of fines levied by the Court.	Number of persons who paid fines.	Remarks.
				Number who escaped.	Number of persons seized.	Released by Department.	Committed to Court.	Released by Court.	Punished by Court.			
			M. S. C.									
Sambhur.	Sacumbree...	1	0 31 0	...	1	1	...	...	...	..	...	
	Assapoora	3	1 3 0	...	4	2	2	1	1*	...	...	* Punished with one month's imprisonment.
	Manufacture	2	1 18 12	...	3	...	3	1	2†	..	...	† 1 do. one week's do. † 1 do. 20 stripes.
	Nawa ...	1	0 5 2	...	1	1	...	...	...	...	...	
	Total ...	7	3 17 14	...	9	4	5	2	3	...	..	

Punishments awarded.

155. Of the four cases tried by me in my judicial capacity of Judge of the Sambhur Lake Court, one was dismissed for want of sufficient proof. In two cases the culprits were punished with imprisonment with hard labor,* one for one month, the other for one week; while the prisoner in the last case was punished with twenty stripes. None of these cases were appealed to the Deputy Commissioner of Ajmere.

Detail of the most serious theft.

The case in which I punished by stripes, was of a serious nature. Some Bunjaras had occasion to cross a part of the Lake bed on which fine grained salt was lying, and two of their servants filled maund 1-7-12 of this into a bag. Their intention was to exchange this for grain at some of the villages *en route* to Gwalior. For want of sufficient proof one man was dismissed.

Wholesale thieving has not been attempted.

156. During the first portion of our operations, two cases of theft occurred from the Lake, but this practice was speedily stopped by the establishment of extra guard posts. With the exception of the above cases, no attempts on a wholesale scale, such as were reported to have occurred during native management, have been heard of; and I feel convinced, while giving due allowance to the better guarding and European supervision now in force, that these raids have been held in abeyance by the presence of the Cavalry in the division.

This result due to European supervision, and the presence of Cavalry.

* The prisoners for want of a jail were kept in confinement under the Treasure Guard, and they were not compelled to labor in any way.

THE SAMBHUR LAKE DIVISION FOR 1870-71.

ESTABLISHMENT.

157. The subjoined table shows the total strength of Establishment sanctioned in the division, and the portion entertained on the 31st March 1871 :—

Sanctioned, and entertained on 31st March.

Supervision.			Sanctioned	Entertained	Vacant
	Sambhur.	Assistant Commissioner.	1	1	...
		Patrol.	...	...	...
		Assistant Patrols.	3	3	...
		Sub-Assistant Patrols.	2	2	...
		Mohurirs.	4	4	...
		Jemadars.	2	2	...
		Peons.	60	41	19
		Weighmen.	8	5	3
		Kotegushts.	3	2	1
		Jemadars.	10	9	1
		Peons.	73	73	...
		Puckalmen.	...	...	...
		Sub-Assistant Patrols.	2	2	...
		Stock Writers.	6	3	3
		Jemadars (Foremen).	6	5	1
		Dufadars.	6	5	1
		Guards.	24	24	...
		Head Blacksmith.	1	...	1
		Head Carpenter.	1	...	1
		Malees.	20	5	15
	Nawa-Goodha.	Assistant Commissioner.	...	...	...
		Patrol.	1	1	...
		Assistant Patrols.	3	3	...
		Sub-Assistant Patrols.	2	2	...
		Mohurirs.	4	4	...
		Jemadars.	2	2	...
		Peons.	24	24	...
		Weighmen.	4	4	...
		Kotegushts.	2	2	...
		Jemadars.	16	14	2
		Peons.	85	80	5
		Puckalmen.	3	3	...
		Sub-Assistant Patrols.	2	2	...
		Stock Writers.	7	3	4
		Jemadars (Foremen).	...	...	...
		Dufadars.	4	4	...
		Guards.	18	14	4
		Head Blacksmith.	...	...	...
		Head Carpenter.	...	...	...
		Malees.	12	8	4
	Total.	Assistant Commissioner.	1	1	...
		Patrol.	1	1	...
		Assistant Patrols.	6	6	...
		Sub-Assistant Patrols.	4	4	...
		Mohurirs.	8	8	...
		Jemadars.	4	4	...
		Peons.	84	65	19
		Weighmen.	12	9	3
		Kotegushts.	5	4	1
		Jemadars.	26	23	3
		Peons.	158	153	5
		Puckalmen.	3	3	...
		Sub-Assistant Patrols.	4	4	...
		Stock Writers.	13	6	7
		Jemadars (Foremen).	6	5	1
		Dufadars.	10	9	1
		Guards.	42	38	4
		Head Blacksmith.	1	...	1
		Head Carpenter.	1	...	1
		Malees.	32	13	19

Customs Office.			Sanctioned	Entertained	Vacant
	Sambhur.	Head Clerk.	1	1	...
		Accountant.	1	1	...
		Record-keeper.	1	1	...
		Copyists.	2	2	...
		Peshkars.	1	1	...
		Mohurirs.	1	...	1
		Mohurirs.	2	1	1
		Treasurer.	1	1	...
		Tester.	1	1	...
		Dufturee.	1	1	...
	Nawa-Goodha.	Head Clerk.	1	...	1
		Accountant.	1	...	1
		Record-keeper.	1	1	...
		Copyists.	2	2	...
		Peshkars.	2	...	2
		Mohurirs.	1	...	1
		Mohurirs.	2	1	1
		Treasurer.	1	1	...
		Tester.	1	1	...
		Dufturee.	1	1	...
	Total.	Head Clerk.	2	2	...
		Accountant.	2	1	1
		Record-keeper.	2	2	...
		Copyists.	4	3	1
		Peshkars.	3	1	2
		Mohurirs.	2	1	1
		Mohurirs.	4	2	2
		Treasurer.	2	2	...
		Tester.	2	2	...
		Dufturee.	2	2	...

Judicial Office.			Sanctioned	Entertained	Vacant
	Sambhur.	Serishtadar.	1	1	...
		Mohazdufter.	1	...	1
		Mohurirs.	2	...	2
		Constables.	4	4	...
	Nawa-Goodha.	Serishtadar.	1	1	...
		Mohazdufter.	1	...	1
		Mohurirs.	2	...	2
		Constables.	4	4	...
	Total.	Serishtadar.	2	2	...
		Mohazdufter.	2	...	2
		Mohurirs.	4	...	4
		Constables.	8	8	...

Medical Establishment.			Sanctioned	Entertained	Vacant
	Sambhur.	Native Doctor.	1	1	...
		Dresser.	1	1	...
		Compounder.	1	...	1
	Nawa-Goodha.	Native Doctor.	1	1	...
		Dresser.	1	1	...
		Compounder.	1	...	1
	Total.	Native Doctor.	1	1	...
		Dresser.	1	1	...
		Compounder.	1	...	1

Orderlies.			Sanctioned	Entertained	Vacant
	Sambhur.	Jemadar.	1	1	...
		Peons.	10	8	2
	Nawa-Goodha.	Jemadar.	1	1	...
		Peons.	10	8	2
	Total.	Jemadar.	1	1	...
		Peons.	10	8	2

Menial Establishment.			Sanctioned	Entertained	Vacant
	Sambhur.	Bhistee.	1	1	...
		Sweeper.	1	1	...
		Lascar.	1	1	...
	Nawa-Goodha.	Bhistee.	...	...	...
		Sweeper.	...	...	...
		Lascar.	...	...	...
	Total.	Bhistee.	1	1	...
		Sweeper.	1	1	...
		Lascar.	1	1	...

158. The officers in this division, whose names I would beg to bring to your notice as having worked well, are Messrs. C. P. Ashton, Patrol, Brookes, Barrow and Mitchell, Assistant Patrols. Officers.

Mr. Brookes has been here since we assumed charge of the Lake. During two seasons he has been in charge of the manufacturing operations, and for nearly six months he was in charge of Goodha. He has managed well with the officials and natives he has had to deal with, and performed the various duties entrusted to him with great zeal and care.

Men.

159. The greater portion of the men composing the Establishment are residents of the neighbourhood.

In the selection of the Sambhur Establishment, it was our policy to enlist the interest of the communities by employing the men formerly employed under the Native Governments, and this course was adopted with good effect when forming the Nawa-Goodha Establishment. Some old employés were retained, who were barely fitted for our work, and as those on trial found that they could not perform the duties required of them, I allowed them to retire, and gave the appointments to their sons.

General good conduct.

160. Generally the men have worked well, and our good and regularly paid wages have done much to produce this result. The men who were dismissed had repeatedly disobeyed orders, or misbehaved in such a manner as to fully warrant their dismissal, for the sake of maintaining discipline. The greatest difficulty we have had to contend with was the preventing the constant visits for supplies to Sambhur, and in that we have succeeded.

Partly due to the influence of trained employés.

161. The subordinate officers in charge of the guard posts are men who have been trained to our work on the Line, and in the Internal Branch, and to their influence and instruction much of the discipline which now exists is due. When guard posts had to be built, and plantations of young trees attended to, the former employés evinced a slight unwillingness at having to engage in this work; but when our trained men explained to them the nature of the work performed by our peons on the Customs Line Hedge, and when they saw by the dismissal of a few men, who refused to obey lawful commands, that the work must be done, they readily complied.

Percentage of castes employed.

162. The numbers of the different castes employed, and the percentage of Mahomedans and Hindoos on the total strength of the division, will be seen from the following table :—

Table showing the different castes employed, and the percentage of Mahomedans and Hindoos on total strength.

	Total number of Executives sanctioned.	Total number of Executives employed on the 31st March 1871.	Number of Mahomedans.	Number of Hindoos.	Number of Brahmins.	Number of Rajpoots.	Number of Kayaths.	Number of other Hindoo castes.	Number of residents in districts bordering, or part of, division.	Number of residents of distant parts.	Number of former employés entertained.
Sub-Assistant Patrols ...	3	8	5	3	...	...	3	...	2	6	2
Kotegushts	5	4	3	1	...	1	...	...	...	4	...
Jemadars	30	27	15	12	4	3	1	4	7	20	1
Foremen	6	5	5	...	...	...	...	...	5	...	...
Duffadars	10	9	3	6	2	1	...	3	7	2	7
Weighmen	12	9	3	6	...	...	...	6	9	...	6
Mohurirs	21	14	4	10	1	...	7	2	4	10	6
Peons	284	256	137	119	27	50	10	32	212	44	123
Asst. Commr.'s Orderlies. Jemadars	1	1	1	...	...	...	...	...	...	1	...
Asst. Commr.'s Orderlies. Peons ...	10	8	6	2	...	2	...	...	2	6	2
TOTAL ...	337	341	182	159	34	57	21	47	248	93	147
Percentage of Force employed.	...	...	53·37	46·63	...	...	...	...	72·73	27·27	43·11

Health of Force.

163. Although the sickness during the present season is considerably less than it was last year, Sambhur is not a healthy

locality. A low type of fever is the prevalent disease, and nearly every Government servant has suffered more or less from it. Besides fever, pneumonia and guinea-worm frequently occur. Since the beginning of June, regular monthly statements of cases treated have been prepared by the Native Medical Officer. From these I find, that from the 11th June till the 31st March, 370 cases were treated and eight of our men died. Of those who died, three were very old men. The month in which the greatest sickness occurred was September; in that month 90 patients were attended to; the least sickness occurred in January, when 28 patients were treated.

Cases treated by Medical Officer.

164. The following statement shows the casualties which occurred in the division during the official year 1870-71:—

Casualties.

Statement showing the casualties amongst the Subordinate Establishment during the official year 1870-71.

	No. of each Rank and Grade.										Total Subordinate Establishment.	Percentage of total of each kind of casualty on total Establishment.
	Sub-Assistant Patrols.	Kobegushts.	Jemadars.	Foremen.	Duffadars.	Weighmen.	Mohurirs.	Assistant Commr.'s Orderlies. Jemadars.	Assistant Commr.'s Orderlies. Peons.	Peons.		
Total sanctioned ...	8	5	30	6	10	12	21	1	10	284	387	.....
,, employed ...	8	4	27	5	9	9	14	1	8	256	341	.....
,, during the year died	...	...	...	...	...	...	...	...	...	11	11	3·22
,, ,, dismissed...	...	...	...	...	1	1	...	...	2	15	19	5·57
,, ,, deserted...	...	...	...	...	...	...	...	...	...	1	1	0·03
,, ,, resigned...	...	1	...	...	...	...	...	...	1	16	18	5·28
Total Casualties ...	...	1	...	...	1	1	...	...	3	43	49	.....
Percentage of ,, ...	...	25·00	...	...	11·11	11·11	...	...	37·50	16·80	14·37	.....

165. The number of resignations shown in the above form is principally due to old and infirm men being allowed to resign in favor of their sons, *vide* para. 159.

Resignations.

166. The men employed as traffic guards have performed the duties entrusted to them very fairly, and out of the 280 men employed, 27 have received permanent employment in the division. There was no difficulty in obtaining men to perform this work, and few complaints have been made against them by the traders.

Traffic Guards.

167. In Sambhur, fair but limited accommodation has been secured to the officers by the repairs of abandoned Hindoo temples. Considerable opposition was offered to our occupying these by the Jodhpore official; but as the Jeypore official and the Durbar offered no objections, he at last permitted their being utilised as dwelling places. At Nawa, temporary huts have been built, and at Goodha, the officer occupies a native hut.

Accommodation for officers,

168. In the Sambhur Sub-division, the men have built mud huts at each post, the cost of thatching being defrayed by Government; near the town some old buildings formerly used as resting places by travellers have been converted into guard posts. At Nawa-Goodha the men still live in grass huts, but during the rains an effort will be made to have huts erected at those posts at which salt can be most conveniently stored.

and men.

MISCELLANEOUS.

169. One of the many, and I may almost say the chief, difficulty I have had to contend with, was the endeavouring—I use the word advisedly—to please the varied interests of the traders. My position here is a two-fold one; first, as a servant to Government, and second as a servant to the public. In this second capacity the labor involved in listening to the various complaints of the traders regarding the quality of the salt being

Difficulties experienced with traders.

sold, the aiding them in filling, weighing, and clearing their despatches quickly, and the assisting them, through the joint officials, in recovering stolen or strayed cattle, is no easy task.

General satisfaction with our arrangements.

170. Whenever and wherever the traders present themselves, their complaints or representations are listened to, and assistance or advice given. Generally, they seem to be well satisfied, and, on the whole, to approve of the arrangements which have been introduced. Even the Maru Bhats—a class of Bunjaras connected with the Rajpoots—who formerly had the privilege of obtaining the best salt at reduced rates, conform to the new regimé without complaint.

Friendly relations maintained with native officials.

171. Friendly terms have been maintained throughout with the representatives of the Joint Government at Sambhur, and with those of the Jodhpore Government at Nawa-Goodha. The Jeypore Hakim has, on several occasions, been of great service to me in adjusting minor matters connected with our operations and establishment.

The Jodhpore Hakims have been frequently changed, but from them little or no help has been obtained. One of them did not work well with the officer at Nawa, and was far from respectful to myself. This official's conduct was reported to the Political Agent, and I am glad to state that Major Impey insisted on his being transferred.

And chief native gentlemen of neighbourhood.

172. With the leading native gentlemen of the neighbourhood, the Thakoors of Seekur, Koochawun, Danta, Dudu, and Marot, friendship has been cultivated, and all, according to their abilities, seem willing to assist Government. The salt which passes through their lands under convoy of our traffic guards has met with no annoyance from their subordinates.

All classes of the community continue civil and obliging.

173. The native community of the neighbourhood continue civil and obliging. From all that I can see or hear, less oppression and less injustice is being practised since our advent than obtained formerly.

Thanks due to Political Agents.

174. The Political Agents of the Joint Governments have rendered this division every assistance in their power, and I would here beg to offer my thanks to Major Impey and Captain Bradford for the support they have given me. To Captain Bradford we are indebted for the cordial and unremitting help which he has always willingly and speedily afforded in settling questions regarding the wood and grass supply, and in obtaining the orders of the Maharajah for our better supply of labor.

Glossary of technical terms.

175. In Appendix D I have given a glossary of many of the technical terms in current use regarding the manufacture, storage, delivery, &c., of salt in this division. This may assist in the elucidation of some of the technicalities employed in the present Report.

Conclusion.

176. In conclusion, I would beg to apologise for the length of this Report, more especially regarding the portion on manufacture. My only excuse is, that having encountered and partly overcome some of the many difficulties in connection with this subject, I think it proper to place my experience on record, so that others may benefit from the results of my observations.

I have the honor to be,

SIR,

Your most obedient Servant,

R. M. ADAM,

Assistant Commissioner, Inland Customs.

SANCTIONED EXPENDITURE,
BUDGET ESTIMATE,
1870-71.

Assistant Commissioner	600	
Patrol, in ch. Nawagoodha Sub-Division	350	
		950
OFFICE		
Head Clerks	240	
Accountant	120	
Record-keeper	80	
Copyists	360	
Duffoos	8	
AMLAH		
Duftaree	115	
Mohatir Duftree	32	
Mohurrir	65	
Treasurer	60	
Tuler	15	
Jemadar	8	
Peon	70	
Khelasee	14	
Hurrulla	7	
Sweeper	6	
		1,011
LINE ESTABLISHMENT		
Assistant Patrols	875	
Sub-assist. „	520	
Office Mohurrir	208	
Kotgoolas	75	
Jemadars	234	
Peons	1,004	
Weighmen	96	
Camel Sowars	„	
Pukhalees	36	
		3,413
MARKETTEE		
Assistant Patrols	200	
Sub-assist. „	260	
Stock writers	180	
Jemadars [Foremen]	48	
Duffadars	97	
Guards	270	
Blacksmiths	12	
Carpenters	12	
Malees	128	
		1,207
JUDICIAL ESTABLISHMENT		
Peshkar	80	
Mohatir Duftar	36	
Mohurrir	36	
Constables	24	
		176
MEDICAL STAFF		
Native Doctor, inclldg. House allowance	120	
Dresser	15	
Compounder	20	
		155
Total per Mensem		6,913
Total per Annum		82,956
Manufacture	62,000	
Contingencies	10,000	72,000
Grand total Rs.		155,556
Add temporary establishment maintained on Kithnapoth boundary for 4 months at Rs. 160 per mensem		640
Grand total, Rupees		1,56,196

APPENDIX A.

MAP

SHEWING THE PORTIONS OF THE

SAMBHUR LAKE

WORKED BY GOVERNMENT

AND THE POSITIONS OF THE

GUARD POSTS AND STORES

THE SUBTAWS JURISDICTION &c.

Scale 1 Mile = 1 Inch.

References

Lines with marked

Guard Posts

Cart Stores

Temporary Guard Posts

REPRODUCED FROM AN ORIGINAL SUPPLIED BY THE ORIGINAL ARCHIVIST AT THE

APPENDIX B

MAP

SHEWING THE

SIX MAIN ROUTES

FOR THE EXPORT OF SALT

THROUGH THE

JEYPORE TERRITORY

and the tracts of Country supplied by each Route.

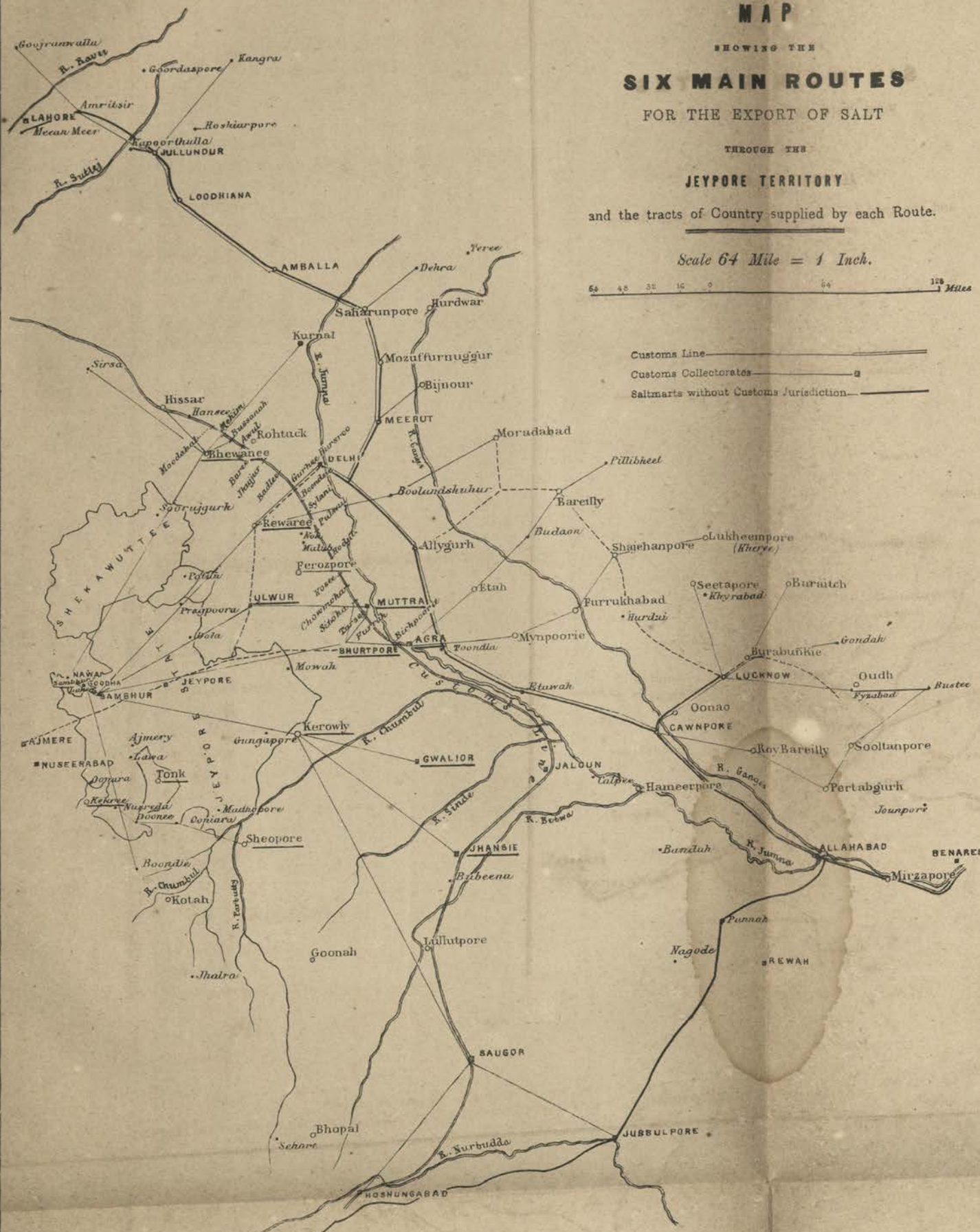
Scale 64 Mile = 1 Inch.

64 48 32 16 0 64 128 Miles

Customs Line

Customs Collectorates

Saltmarts without Customs Jurisdiction



LITHOGRAPHED FROM AN ORIGINAL SUPPLIED BY THE PERSONAL ASSISTANT TO THE COMMISSIONER OF INLAND CUSTOMS,
at the Surveyor General's Office, Calcutta, December 1871.

APPENDIX C

MAP

SHOWING THE

TRADE ROUTES

OF THE

SAMBHUR SALT

THROUGH THE

JEYPORE STATE.

Scale 16 British miles = 1 Inch.

LITHOGRAPHED FROM AN ORIGINAL SUPPLIED BY THE PERSONAL ASSISTANT TO THE COMMISSIONER OF INLAND CUSTOMS,
at the Surveyor General's Office, Calcutta, December 1871.

THE SAMBHUR LAKE DIVISION FOR 1870-71.

APPENDIX C.

Table of rates for Traffic Guards conveying Despatches to the limit of the Jeypore Territory en route *to the chief Salt Marts.*

Names of Marts.	Village at limit of Jeypore Territory.	Distance in miles from Sambhur, Nawa, and Goodha.	Carriage employed.	Days occupied by Traffic Guard. Going.	Returning.	Total.	Rate. Rs. A. P.	Remarks.
Jhansie, Saugor...	Madhopore ...	120	Camels ...	12	6	18	4 8 0	The time occupied in going by each kind of carriage is calculated as follows:— Camels, 10 miles per day. Carts, 8 miles per day. Bullocks, 6 miles per day. In returning the Traffic Guard has to march twenty miles per day.
			Asses ...	15	6	21	5 4 0	
			Bullocks ...	20	6	20	6 8 0	
Kerowlie ...	Gungapore ...	100	Camels ...	10	5	15	3 12 0	
			Bullocks ...	17	5	22	5 8 0	
Bhurtpore, Agra	Mowah ...	100	Camels ...	10	5	15	3 12 0	
			Carts and asses ...	13	5	18	4 8 0	
			Bullocks ...	17	5	22	5 8 0	
Tonk ...	Ajmery ...	40	Camels ...	4	2	6	1 8 0	
			Carts and asses ...	5	2	7	1 12 0	
			Bullocks ...	7	2	9	2 4 0	
Boondee ...	Nusreda ...	60	Camels ...	6	3	9	2 4 0	
			Carts and asses ...	8	3	11	2 12 0	
			Bullocks ..	10	3	13	3 4 0	
Indurgurh, Kekree	Ooniara ...	80	Camels ...	8	4	12	3 0 0	
			Carts and asses ...	10	4	14	3 8 0	
			Bullocks ...	13	4	17	4 4 0	
Ulwar ...	Tala, Dola ..	70	Camels ...	7	3	10	2 8 0	
			Carts and asses ...	9	3	12	3 0 0	
			Bullocks ...	12	3	15	3 12 0	
Ferozepore ...	Buswa ...	96	Camels ...	10	5	15	3 12 0	
			Carts and asses ...	12	5	17	4 4 0	
			Bullocks ...	16	5	21	5 4 0	
Rewaree, Delhi...	Paton ...	90	Camels ...	9	4	13	3 4 0	
			Carts ...	11	4	15	3 12 0	
			Bullocks ...	15	4	19	4 12 0	
Bhewanee ...	Surujgurh ...	120	Camels ...	12	6	18	4 8 0	
			Carts and asses ...	15	6	21	5 4 0	
			Bullocks ...	20	6	26	6 8 0	
Rewaree ...	Paton ...	100	Camels ...	9	4	13	3 4 0	
			Carts and asses ...	11	4	15	3 12 0	
			Bullocks ...	15	4	19	4 12 0	
Saugor, Jhansie	Madhopore ...	140	Camels ...	15	7	22	5 8 0	
			Bullocks ...	25	7	32	8 0 0	
			Asses ...	18	7	25	6 4 0	
Kerowlee ...	Gungapore ...	110	Camels ...	10	5	15	3 12 0	
			Asses ...	14	5	19	4 12 0	
			Bullocks ...	18	5	23	5 12 0	
Bhurtpore ...	Mowah ...	120	Camels ...	13	6	19	4 12 0	
Kotah, Boondee...	Doonee ...	90	Bullocks ...	15	4	19	4 12 0	
Bhewanee ...	Surujgurh ...	120	Camels ...	12	6	18	4 8 0	
			Carts and asses ...	15	6	21	5 4 0	
			Bullocks ...	20	6	26	6 8 0	
Rewaree ...	Paton ...	100	Camels ...	10	5	15	3 12 0	
			Carts and asses ...	12	5	17	4 4 0	
			Bullocks ...	17	5	22	5 8 0	
Saugor ...	Madhopore ...	130	Camels ...	13	6	19	4 12 0	
			Asses ...	16	6	22	5 8 0	
			Bullocks ...	21	6	27	6 12 0	
Bhurtpore ...	Mowah ...	120	Camels ...	12	6	18	4 8 0	
Boondee ..	Doonee ...	80	Bullocks ...	13	4	17	4 4 0	
Ulwar ...	Tala, Dola ...	90	Camels ...	9	4	13	3 4 0	
			Carts and asses ...	11	4	15	3 12 0	
			Bullocks ...	15	4	19	4 12 0	

ASSISTANT COMMISSIONER'S REPORT ON

APPENDIX D.

Glossary of technical terms regarding the manufacturing, storage, delivery, etc., of Salt at the Sambhur Lake.

NAME.	HINDEE.	URDU.	EXPLANATION.
Summond ...	समंद	سمند	The local name for the Lake.
Durriba ...	दरीबा	دریبہ	A divisional name used under the Native Government. The eastern portion was termed Assapoora-ka-Durriba; the western Sakumbree-ka-Durriba.
Khazana ...	खजाना	خزانہ	The deepest part of the Lake bed situated between Mata Pahar on the south side, and Goodha on the north side. It was formerly supposed that brine and salt were always obtainable at this part of the Lake when the other parts were dry, but during May 1871, neither brine nor salt existed in it.
Bhundár ...	भनडार	بھنڈار	Such parts of the Lake bed outside our works where the depth of brine and mud prevents salt from being extracted.
Railee ...	रेलि	ریلي	The tenacious black mud of the Lake.
Kyár ...	क्यार	کیار	A walled enclosure constructed in the bed of the Lake in which the brine can be evaporated when the water is so high, and its specific gravity so low, as to preclude the construction of paees, or low retaining walls in the Lake bed.
Pál ...	पाल	پال	The main wall of a Kyar.
Purbárrá ...	परबारा	پربارہ	A low inner wall which prevents the percolation of brine from the Lake into the Kyar.
Chikchikee ...	चीकचीकी	چکچکي	A forked stick for holding the stakes when being driven into the Lake bed.
Kool ...	कूल	کول	A reservoir excavated close to Kyars for the supply of brine, when the Lake bed is dry.
Chánch ...	चांच	چانچ	A Native appliance for raising water by means of an earthen bucket and a weighted lever.
Pugteea ...	पगतिया	پگتیا	The standing place for the men who work the Chanch. This is situated midway between the brine in the reservoir, and the receiver which conducts it to the salt pans.
Jhapoolá ...	झपुला	جھپولا	A basket lined with skin with ropes attached to both sides above and below, and worked by two men, for the raising of brine from reservoirs.
Páee ...	पाई	پائی	Low retaining walls, constructed near the edge of the Lake to separate a portion of the brine from the main body. These are made kutcha and pucka; the kutcha walls are formed of mud about a foot and a half high in the less exposed parts of the Lake; while the pucka walls are formed of mud protected by grass and stakes, to prevent the erosive action of the water during high winds from washing it away.
Sungur ...	संगर	سنگر	
Dor ...	डोर	دور	Low ridges of mud dividing the brine contained within the low retaining wall. These prevent the brine from being blown about within the enclosures. Sometimes they are slightly lined with stakes and grass.

THE SAMBHUR LAKE DIVISION FOR 1870-71.

Glossary of technical terms regarding the manufacturing, storage, delivery, etc., of Salt at the Sambhur Lake,—(Continued).

NAME.	HINDEE.	URDU.	EXPLANATION.
Ghátá ...	घाटा	گھاٹہ	Sluices formed along the low retaining wall, to enable additional brine to be admitted within the enclosures, when favourable winds force it against the outer wall.
Chor ...	चोर	چور	An imperfection in the construction of the low retaining walls. When little or no mud is contained between the outer and inner lining of grass, should the brine within the enclosure be on a higher level than the outer brine, it escapes by filtration.
Jhuree ...	झड़ी	جھڑی	The ditches formed on each side of the low retaining walls by the excavation of the mud for its construction.
Chakhree ...	चाकड़ी	چاکڑي	A wooden instrument used for keeping the grass apart while the mud is being filled in to form the low retaining wall.
Gaila ...	गैला	گیلا	Cart tracks into the enclosure formed by the removal of the soft surface mud.
Cheela ...	चीला	چیلا	
Puggár ...	पगार	پگار	Footpaths made by the laborers, formed of grass, brushwood, and salt laid over soft mud. These extend from the Lake edge to the furthest out points of salt extraction.
Paindee ...	पैंडी	پیندي	
Náth ...	नाथ	ناتھہ	A retaining wall, or dam on a large scale, well protected by stakes and grass. This only occurs between Nawa and the southern side of the Lake. Its object is to retain a supply of brine for the Nawa works. Without this, the high westerly winds which prevail would drive the brine entirely to the eastern end of the Lake.
Punnee ...	पन्नी	پنّي	The grass employed on our works. *Saccharum Sara.*
Surput ...	सरपत	سرپت	
Kyárees ...	क्यारियां	کیاریاں	Groups of salt pans formed low down on the Lake edge for the evaporation of brine. When the Lake is very high, this system of manufacture cannot be adopted. Moondi Kyarees are constructed on the surface of the bed, having low ridges of mud to retain the brine. Khodae Kyarees are formed by excavating the Lake bed to a depth of from two to three feet. These pans vary in size, but generally are about 200′ × 50′.
Moondi and Khodáe ...	मोंडेखोदाइ	موندےکھوداے	
Bundás ...	बन्दा	بندا	Groups of salt pans worked by members of the same family.
Hál ...	हाल	هال	A small flat log pulled by a man, for smoothing the beds of the salt pans.
Sánchás ...	सांचा	سانچہ	Spare pans formed on the higher levels of the Lake bed, but contiguous to the salt pans. In these brine is concentrated before admission into the salt pans, but sometimes salt is allowed to form in them. Generally this system of concentration is not adopted. This term is also applied to mud enclosures for the retention of brine in the Lake at Nawa.
Nullá ...	नला	نلہ	A narrow aqueduct from the Lake to supply the Kyarees and Kyars with brine.

ASSISTANT COMMISSIONER'S REPORT ON

Glossary of technical terms regarding the manufacturing, storage, delivery, etc., of Salt at the Sambhur Lake,—(Continued).

NAME.	HINDEE.	URDU.	EXPLANATION.
Oddí ...	ओडी	اوڈي	A small reservoir at the end of the narrow aqueduct near the salt pans.
Oddá ...	ोडा	اوڈا	A small basin into which the brine is thrown to be conducted to the salt pans.
Phurr ...	फड	پھڑ	A space between the salt pans on which salt is placed after extraction.
Katouree ...	कठाउडी	کٹھاوڑي	A flat wooden rake with a narrow edge of iron for breaking the salt crust.
Katourá ...	कठाउडा	کٹھاوڑا	A flat wooden rake for collecting salt.
Niklâe ...	निकलाइ	نکلائي	The process of extracting salt from situ to the nearest dry point of the Lake edge.
Aundá ...	ओंदा	آؤندا	The collection of the salt into heaps on the Lake bed prior to its removal to the Lake edge.
Sirbár ...	सीरबार	سربار	A head load of salt.
Kothla ...	कोथला	کوٹھله	A canvas bag used for carrying salt.
Dheree ...	ढेरी	ڈيھری	The small pyramids of salt into which the laborers form their day's work.
Oncha-uthae ...	उंचाउठाइ	اونچا اوٹھائی	The process of storage from the Lake edge to the stores situated well above high water level.
Durrá ...	दडा	ڈڑہ	Raised patches of earth, on which, when the laborers are not properly supervised, they place their day's work, with the object of deceiving the estimators.
Khorá ...	कोडा	کھوڑہ	A salt store.
Koont ...	कूंत	کونت	The estimation of the small heaps of salt which are daily extracted and stored.
Koonterá ...	कूतिरा	کوٹیرا	An estimator of salt, who estimates each heap by applying a rod, with known measurements, to the slope.
Burrar ...	बरड	برڑ	The chief salt extracting caste at the lake.
Khubbergeer ...	खबरगिर	خبر گیر	A foreman of manufacture, who keeps the officers regularly informed, regarding the progress of the works, and the condition of the Lake with regard to the salt crop.
Baad ...	बाड	باڈ	The thick crust of salt which forms on the Lake bed.
Gurreowrá ...	गरेवडा	گریوڑا	The broken parts of the crust, which require to be again broken up to separate the crystals.
Aram-ka-nimuk..	आरामकानीमक	آرام کا نمک	Salt formed without any labour in deep parts of the Lake.
Dur Summond ka nimuk ...	दरसमनदका निमक	در سمند کا نمک	A term applied to salt obtained from the Lake bed, in contra-distinction to that obtained from pans.
Sufaid ...	सफेद	سفيد	The white variety of Sambhur salt.

THE SAMBHUR LAKE DIVISION FOR 1870-71.

Glossary of technical terms regarding the manufacturing, storage, delivery, etc., of Salt at the Sambhur Lake,—(Continued).

NAME.	HINDEE.	URDU.	EXPLANATION.
Dhaulá ...	धोला	دھولا	The blue variety of Sambhur salt.
Nilotee ...	निलोति	نیلوتی	
Lilotee ...	लिलोति	لیلوتی	This colour is caused by the fine blue silt of the Lake depositing within the interspaces of the crystals during their formation.
Gulábee ...	गुलाबि	گلابی	The rose coloured variety of Sambhur salt. All shades of this colour, from a delicate roseate hue to a deep claret red are obtained. This colour occurs towards the close of the salt collecting season, when the sun's rays are most intense, and is probably due to the presence of animalculæ or microscopic vegetable matter. It cannot be due to the presence of any mineral colouring matter, as it disappears on the application of heat.
Chokree ...	चोकडो	چوکڑی	The perfect truncated pyramid-shaped crystals of salt.
Kabilá ...	कबिला	کبیلا	The small cubed-shaped crystals which form on the crust after a heavy shower of rain.
Kunkree ...	कंकरी	کنکری	Amorphus crystals resulting from attrition, and the cleavage of the crystals.
Nunná ...	नना	ننا	Very small crystals formed in salt pans, the result of rapid evaporation of the brine.
Turree ...	तरी	تري	A thin pellicle of either common or foreign salt which forms on the surface of the brine.
Pupree ...	पपडी	پپڑي	Thin crusts of salts which lie above the crystals. These crusts are formed by the breaking up of the turee by the wind, and when the detached pieces sink in the brine, their thickness gradually increases.
Tingunnee ...	तिनगनी	تنگني	
Dheem ...	ढिम	ڈھیم	Layers of salt crusts which lie super-imposed on each other, and become hardened.
Looså ...	लूसा	لوسا	Very minute crystals of salt which are blown by the wind along the surface of the brine, and are deposited near the edges of salt pans, and low retaining walls. When fresh weak brine is admitted into a salt pan, these fine crystals are redissolved, and thereby assist in its rapid concentration.
Reshtá ...	रेसटा	ریشٹا	
Rubbá ...	रबा	ربا	
Gurrá ...	गरा	گرا	A thick deposit of Loosá.
Pállá ...	पाला	پالا	The hydrous crystals of sulphate of soda which form in the salt pans during the cold weather. They receive this name from their ice-like coldness, and from their dissolving when exposed to the sun's rays. This is the same substance as the Gulburee or Glaubers, salt so largely manufactured in North Behar for cooling wines.

ASSISTANT COMMISSIONER'S REPORT ON

Glossary of technical terms regarding the manufacturing, storage, delivery, etc., of Salt at the Sambhur Lake,—(Concluded).

NAME.	HINDEE.	URDU.	EXPLANATION.
Khár ...	खार	کھار	The anhydrous sulphate of soda commonly known as Kharee. This substance occurs in considerable quantity about old salt pans, and its admixture with the crystals of salt, tends much to deteriorate their market value. Although this substance is so largely employed for cûring skins in the North-West Provinces and elsewhere, it is not used in the neighbourhood of the Lake for this purpose.
Lut ...	लट	لٹ	An animalculæ which exists in the weak brine; this is the only form of animal life yet observed in the Lake, and during the rains it is very abundant. When the brine reaches a certain state of concentration, these animalculæ entirely disappear, and during the native management of the Lake their disappearance was looked upon as a sign that the construction of the necessary works for the manufacture of salt should be commenced.
Kutlá ...	कटला	کٹلہ	The comparison of the despatch with the sale-warrant by weighment.
Dundee ...	डंडी	ڈنڈي	The hand scales used in the preliminary weighment of the salt when the bags are being filled.
Jholee ...	झोली	جھولي	An apron, formed by tying one end of a waist cloth round the shoulders, the salt being carried in the other end.
Gôn ...	गोन	گون	A trader's bag; according to the size of the bags, the Gon measure may vary from one maund as carried by asses, to four maunds as used for camels.
Gôluck ...	गोलक	گولک	
Bôra ...	बोरा	بورہ	A measure equal to thirty-four British maunds. This term is employed by the traders in their salt transactions.
Darántee ...	दरानती	درانتي	A small sickle-shaped knife, employed in opening the sewing of the bags at the time of weighments.
Bhurti ...	भरती	بھرتي	The excavation and filling of the salt from the store into the bags.
Muzkoorie ...	मजकुरी	مذکوري	A traffic guard in the employ of Government, who convoys despatches from the Lake to the limit of the Jeypore territory. His duty is to prevent the levy of Black mail by the servants of the Thakoors through whose lands they pass.
Tándá ...	टांडा	ٹانڈا	The collective bullocks of several Bunjaras formed into a caravan, under the leadership of Naik, or head-man.
Katár ...	कतार	قطار	A string of camels.
Oogoonee ...	ऊगुनी	اُوگوني يعنے شرق	The direction of the sun's rising. This term is applied to the salt which is exported towards Agra, Rewaree and Bhewanee.
Ánthoonee ...	आंथुनी	آنتھوني يعنے غرب	The direction of the sun's setting. This is applied to the exports towards Gwalior, Jhansie, Saugor, Tonk and Harowti.

Appendix B.

Mundee Mines.

(Extract from Annual Report for 1870-71 *by Mr. W. T. Lyon, Inspector, Mundee).*

9. On the 1st February an order of the Rajah of Mundee was received, which, though it did not expressly order that sales should commence, still might have been interpreted to mean as much. Sales accordingly commenced on that date.

First order received from the Rajah not quite satisfactory.

On the 3rd February decisive orders were received from the Rajah, and directions were given doing away with the questionable practice of barter for grain, "ghee," &c.; that all payments should be made at the mines; that purchasers should be supplied according to priority of arrival, and such like measures which were required, as the procedure used to be very unsatisfactory.

Decisive orders received from the Rajah to commence sales.

When the system of barter was in force, it would be difficult to say what the Rajah's establishment did not take in exchange for salt—wood, meat, limes, buttermilk; in fact, everything that was brought here was taken when I first arrived; no account of course being sent to the Rajah of the receipt of such articles, or of the amount of salt that used to be thus expended. The reason why the order directing that all payments should be made at the mines was required was to do away with the custom of "orders" which some traders received from the late Wuzeer Goshaon, and sometimes, though rarely, from the Rajah himself, giving them a right to be supplied with a certain quantity of salt. Some men when I arrived had orders for three or four thousand maunds each, and as they were always served first, they quite had the monopoly of the salt for some time, the supply being limited; and were thus able to make a clear profit of from 25 to 30 per cent. on each transaction by selling their salt *at the mines* at 40 to 48 seers for the rupee. When I first arrived such transactions were taking place. To procure "orders" a great deal of bribery was no doubt often necessary. The order that traders are to be served according to priority of arrival will prevent bribes being given by purchasers in order to be served before their turn; perhaps, I might say, will do away with that system, as the unwillingness with which this order has been obeyed shows that it is not appreciated by the old establishment, as interfering somewhat with their gains.

System of barter objectionable.

"Orders" for salt to purchasers objectionable.

Reason.

Order, that traders are to be supplied according to priority of arrival, required.

Will prevent bribery.

Or rather will do away with it.

Mr. Harrison, accompanied by Wuzeer Goshaon, visited the mines on the 6th February, and saw to the Rajah's orders being carried out.

Mr. Harrison and Wuzeer Goshaon visit the mines.

Out-turn of Salt.

10. If sales had continued without the interruption caused by the Rajah and his establishments, a very correct estimate of the coming season's out-turn might have been given. Still as all the causes that have damaged the trade are patent, a very fair estimate may yet be formed. The causes are the following:—

OUT-TURN OF SALT.
A very correct estimate might have been made but for the interruption.

The causes that have damaged the trade given.

The salt trade of Mundee suffers more than the salt trade does in any other part of India from interruptions, however slight,

Stoppage of sales.

as the people who purchase the salt are of a class well-to-do, and are therefore willing to purchase our more expensive duty-paying salts when the inferior kind is not easily procurable, and traders are always ready to push forward and supply any demand created by a scarcity of Mundee salt. Shahpore rock salt has penetrated further north this year than it ever did before; we have not to dislodge it if possible.

The country being thinly populated, news travels slowly, delaying the arrival of purchasers.

The country in which Mundee salt finds a sale is sparsely populated; some time necessarily elapses before news that salt is procurable can spread, thus delaying the arrival of purchasers.

Traders have to complete their engagements before they can purchase salt.

Traders, again, if they cannot procure salt at once, turn their attention to iron, rice, potatoes, cloth, and "goor," the chief articles of trade in this part of the country; they must first dispose of those articles before they can again purchase salt.

Rain.

Cattle disease.

The above causes might have been foreseen by those who rashly closed the mines. But two unforeseen circumstances have also contributed to prevent sales. Firstly, rain, which fell from the 9th February to the end of the month, not only had the effect of keeping traders away, but also prevented the excavation of salt. Secondly, cattle disease, which attacked a number of villages in the north-western portion of the Mundee State, prevented many Bunjaras from coming, as their villages were and are still in quarantine.

Small amount of salt excavated,

caused by unsatisfactory conduct of the Rajah's officials.

11. As no salt was sold during two months, and as different causes, as above shown, have operated to prevent traders crowding to the mines, as might otherwise have been the case, it might naturally be supposed that a large quantity of salt was stored for future use. I am sorry to say that the conduct of the Rajah's officials has been unsatisfactory, as they have failed to supply a sufficient number of labourers to excavate enough salt to meet the demand that has already been made.

The small supply stored has been exhausted.

Great demands have been made on the Mundee people during the past year for statute labor, which will to some extent account for the great difficulty the Rajah's officials state they find to supply men, but cannot excuse the way in which they have almost completely ignored the Rajah's orders, for not a man has been as yet sent to the Drung mine, and a very small number have been sent to Gooma. The small supply of salt stored has been exhausted, and we have daily to refuse more than a hundred men, as there is not nearly sufficient to supply the requirements of all. It will not now be wondered at that only a comparatively small quantity of salt has been sold during the past two months, and that consequently there has been a feeling of discontent amongst the people of Mundee and the neighbouring States at what they consider the unsatisfactory arrangements made by the British Government. I have often been informed by purchasers who have had to wait for four or five days before their wants could be attended to that the arrangements prior to my arrival allowed of a thousand men being supplied daily, but that now we cannot supply the requirements of three or four hundred. One word from the Rajah, supporting Mr. Harrison in the help he is giving, would, I think, be sufficient to set matters right, provided that he would use his authority to see that his orders were literally obeyed. I can only account for the apathy displayed by the Rajah by the fact that he expects compensation will be made him, should he suffer a great loss.

The Rajah's apathy with all that concerns the salt mines accounted for by his expecting compensation of losses incurred.

MUNDEE MINES.

12. I have tried to find out the amount of salt that used yearly to be sold at the mines, but the task is almost a hopeless one. Mr. Leppel Griffin, Under Secretary to the Government of the Punjab, in his work on "The History of the Punjab Rajahs," states, with respect to Mundee salt, that "in 1820 the price of salt at the mines was 7 annas, in 1846, 8 annas, and in 1864, 12 annas per maund. In 1845 the revenue from the salt was Rs. 60,000. In 1850, it had risen to Rs. 83,000, and in 1862, to Rs. 1,00,545. There was a decrease in 1867-68 on account of the great quantity of rain that had fallen during the year, which hindered the working." Mr. Barnes, then Deputy Commissioner of the Kangra District, states in para. 26 of his report on Mundee for the year 1850-51, that:—"The sale of Mundee salt yielded last year, when British salt was double its present price, Rs. 83,000. I am confident that this sum will never be realized again except under the same circumstances, which are not likely." All the estimates above given show, if I mistake not, the total amounts realized as salt revenue, no deductions being made for the expenditure incurred in excavating the salt, nor the amounts expended in keeping up two establishments, one at each mine. "The cost of establishments and working," Mr. Leppel Griffin estimates, "is about 20 per cent. on the amount of salt sold." From accounts kindly supplied by Mr. Harrison, I find that a total sum of Rs. 95,622-15-6 was realized during the Hindoo year 1927 (7th March 1870 to 12th March 1871), while the net income after deducting all expenses of establishment, amounted to Rs. 80,831-10-6.

Account of sales during former years.

The above figures show all that I have been able to collect regarding the past history of the mines, all, at least, as affects sales. The account is, I am afraid, meagre, and not altogether to be depended on, as the work of the Mundee officials, and that of the officials of other Native States, is judged to a great extent by the accounts they themselves submit, and I am not aware that there was any sufficient check on them to guarantee their submitting correct returns. Though the accounts have, there is no doubt, been kept with great care and regularity, and the system of keeping accounts is all that could be desired, still the figures must be received with caution.

For estimating next season's out-turn, I will only deal with figures I can have no doubt about, namely, the quantity sold since I commenced work. Appendix A shows the total quantity of salt sold since the 21st December, the date on which the new rate was introduced. Of the total quantity 16,510 maunds were sold during the month of March last. Had sufficient labor for excavating salt been supplied, I should have considered that quantity a low average for the nine working months of the year; but to be sure of not making an over-estimate, I will put 16,510 maunds down as the average monthly out-turn. This will give an annual out-turn of maunds 1,48,590, equal to Rs. 1,85,737, which, after deducting Rs. 46,434, amount payable to the British Government at 5 annas per maund, will leave a revenue of Rs. 1,39,303 for the Mundee State. I do not think that the late Wuzeer Goshaon, even on paper, made such a large revenue over to the State, and I think my estimate a very low one. The sales previous to my taking over charge must have averaged considerably over two lakhs of maunds per annum.

Estimate of next season's out-turn.

Maunds 16,510 estimated as the average monthly out-turn for the nine working months of the year.

13. From traders and men who purchased salt for home consumption, an account of where salt will be sold or consumed

Account of where the Mundee salt is consumed.

has been taken, the result of which is given in Appendix A. Of the total quantity of salt removed maunds 13,227 were for use in British Territory, and maunds 8,565 for use in Native States, or 60·7 per cent. in the former and 39·3 per cent. in the latter. If a proportionate amount of duty is taken by the British Government, the account will stand thus:—

Account showing the amount to be paid to the British Government and to the Mundee State of the duty realized.

Price of salt	Rs.	13,620
39·3 per cent. of duty	„	5,353
Amount due to the Mundee State ...	Rs.	18,973
60·7 per cent. of duty, amount due to the British Government	„	8,267
GRAND TOTAL ...	Rs.	27,240

Should Government decide that half the duty realized is sufficient for the past year, the amount due is Rs. 6,810.

The price of salt only nominally doubled.

14. Shortly after my arrival at the mines, I wrote demi-officially to Mr. Harrison, pointing out to him that the price of the salt had only nominally been doubled, as the amount of labor taken from purchasers, &c., raised the rate to 1 maund, or 2½ maunds local weight for the rupee, which was the cause of the high rate,—25 seers for the rupee—at which it used to sell at Nadown, distant about 50 miles from the mines. The rates which now prevail prove my statements, as Mundee salt is now procurable at Nadown at 18 and 19 seers for the rupee; only 6 or 7 seers less than when salt was 32 seers cheaper at the mines. We have only nominally doubled the selling rate; and if arrangements could only be made to keep a sufficient supply of salt in store, the people would be rather pleased than otherwise with the changes that have been introduced.

Proved by the past and present rates at which Mundee salt sells at Nadown.

The people, therefore, are not dissatisfied with the high rate.

My estimate of next season's out-turn will show that I have made every allowance for a falling off in the sale of salt because of the enhanced price. Less salt will now be sold in Jullundhur, Hoshyarpore, and Chumba, but I do not think that any fear need be entertained that the Mundee revenue will suffer during future years. This season there will, of course, be a loss; but, as I have said before, the loss will not be because of the enhanced price.

And there is no reason to suppose that the Mundee revenue will suffer.

Expenditure.

EXPENDITURE.

Arrangements made to prevent unnecessary expenditure.

15. During the time the mines were closed, I had all the salt that used to lie strewed about the works collected and stored in godowns, and kept the doors securely fastened, so that there was really little to guard, which allowed of only a small establishment being entertained at first. I have kept expenditure down to its lowest limits, knowing that the best test of satisfactory working in a financial department like the Customs is a small percentage of expenditure against income; still as the mines remained closed for six weeks, our expenditure continued mounting up while there was no income: 34·42 per cent. has been the expenditure to income, as the following figures will show. As stated in para. 13, the lowest sum that we can count as income is Rs. 6,810, while the total expenditure has been only Rs. 2,344-0-10, *vide* Appendix B. A comparatively large sum has been spent on contingencies on account of travelling allowance. No other items call for any special remark.

Still the percentage of expenditure was very high.

MUNDEE MINES.

Miscellaneous.

MISCELLANEOUS.

16. Both at Gooma and Drung mining used to be practised, though never on a large scale. Mr. Leppel Griffin states that "there is at neither place excavations such as in Europe would be called mines, the salt being dug out of the face of the cliff or from shallow open cuttings. At Gooma the salt is dug from a gorge some 500 feet below the village, to which it is carried to be weighed and sold." The little mining that used to be practised when Mr. Griffin visited the mines has been discontinued.

Truly speaking, mining used never to be practised.

17. The last mine worked at Gooma was directly in the bed of what in the rainy season becomes a torrent. The upper crust of earth and stones has now been removed, and the salt is being quarried; and, naturally, by the end of each working season, a deep and spacious quarry is formed, which, immediately at the commencement of each rainy season, is filled with broken stones and other debris brought down by the stream. The cost of excavating the salt is, therefore, very great, about 1½ annas per maund. At Drung work is being carried on in a manner similar to that at Gooma, and in a similar situation; but might be simplified to a great extent if the men in charge understood what they were about, which at present they do not. If a few simple reforms were introduced, the cost of excavating the salt might be much lessened, but want of men has as yet prevented it.

Method of conducting the work at the Gooma mine,

and at the Drung mine.

18. Mundee salt is never eaten in its impure state, but is first dissolved in water, and the brine is used by the people to season their food. When the brine is urgently required, the salt is placed in a fire till it becomes red hot, and is then thrown into a vessel containing water, when it almost immediately dissolves.

Method of using the Mundee salt.

Though more salt may not be eaten by those who use Mundee salt, there is no doubt that a greater quantity is wasted from their manner of using it. I estimate the annual consumption of a grown-up person to be eight seers per annum, less, of course, when a family dine together. The price of eight seers of salt is only 4 annas, a sum less than half the amount expended in the North-Western Provinces and Oudh by those who use the cheapest varieties of salt, Goorari and Kutteela. This alone is a sufficient answer for those who feared that the enhanced rate would result in a great decrease of sales. I may here mention that amongst the neighbouring hill people, there are very few as poor as the majority of those who inhabit villages in the plains.

Consumption of Mundee salt.

Expenditure incurred by those who use Mundee salt very small compared to the expenditure by the poorest in the plains.

19. Detail of carriage employed in the salt trade will be of little use, as the period under report is very limited. Statistics will be found in Appendix C.

Detail of carriage employed.

20. Very little can be said about the work of the establishment, which has only lately been brought up to its full strength. A great difficulty has been experienced in getting good men to serve as peons, Mundee being considered a very objectionable country by the men of the neighbouring plains. The work also is considered irksome, and standing on guard at the mines feared on account of leopards. Sub-Deputy Inspectors Saddiq Ali and Willayat Ali I have found useful men; they have both given satisfaction. The subordinate officers and men have also worked well; they are now quite accustomed to their duties.

Work of establishment.

The 6th April 1871.

W. T. LYON,
Inspector.

APPENDIX A.

Statement of salt sold at the Mundee Mines, &c., during the official year 1870-71.

Names of Mines.	Total quantity of salt sold.	For sale in British Territory.						For sale in Native States.						Remarks.
		Kangra.	Hoshyarpore.	Jullundhur.	Goordaspore.	Simla.	Total.	Mundee.	Saket.	Chumba.	Belaspore.	Other Native States.	Total.	
	Mds. S. C.	Mds. S. C.	Mds. S. C.	Mds. S. C.	Mds. S. C.	Mds. S. C.	Mds. S. C.	Mds. S. C.	Mds. S. C.	Mds. S. C.	Mds. S. C.	Mds. S. C.	Mds. S. C.	
Gooma	12,688 11 0	9,761 23 0	270 26 0	0 16 0	.....	9 16 0	10,041 31 0	2,547 19 0	.....	8 0 0	.....	91 0 0	2,646 19 0	
Drung	9,103 36 0	2,701 16 0	22 8 0	0 16 0	.....	461 8 0	3,185 8 0	3,351 20 0	1,075 0 0	1 24 0	626 0 0	864 24 0	5,918 28 0	
Total ...	21,792 7 0	12,463 39 0	292 24 0	0 32 0	.....	470 24 0	13,226 39 0	5,899 0 0	1,075 0 0	9 24 0	626 0 0	955 24 0	8,565 8 0	

Gooma Inspector's Office,
The 6th April 1871.

W. T. LYON,
Inspector.

MUNDEE MINES.

APPENDIX B.

Month.	Pay.	Contingencies.	Stationery.	Total.	Remarks.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
December ...	325 8 0	...	...	325 8 0	
January ...	461 1 8	...	...	461 1 8	
February ...	651 9 10	223 2 9	6 9 0	881 5 7	
March ...	668 10 7	3 12 0	3 11 0	676 1 7	
Total ...	2,106 14 1	226 14 9	10 4 0	2,344 0 10	

Gooma Inspector's Office,
The 6th April 1871.

W. T. LYON,
Inspector.

APPENDIX C.

Names of Mines.	Description of Carriage.														Remarks.
	Camels.		Mules.		Bullocks.		Ponies.		Asses.		Goats.		Men.		
	Total.	Daily Average.	Total.	Daily Average.	Total.	Daily Average.	Total.	Daily Average.	Total.	Daily Average.	Total.	Daily Average.	Total.	Daily Average.	
Gooma and Drung ...	...	...	600	10	2,351	39·8	577	9·6	48	·8	288	4·8	21,142	352·36	As the mines were only opened on the 1st February, the averages are for 60 days.

Gooma Inspector's Office,
The 6th April 1871.

W. T. LYON,
Inspector.

Appendix C.

Report on the consumption of untaxed and illicit salt in the Punjab by Mr. F. Hardingham, Deputy Inspector of Inland Customs, dated Jounpore, 22nd April 1871.

INTRODUCTION.
Descriptive of the object of the enquiry and the route adopted by Mr. Hardingham.

In accordance with instructions received in your letter, No. 777 D of the 13th December 1870, I proceeded to Delhi to commence the enquiry anent the illicit manufacture of salt within British Territory in the Punjab and the importation of untaxed salt from Puttiala and other foreign states; and, after entertaining an establishment suited for the purpose, visited the most important saliferous tracts in the district, distributing the establishment over as large an area as was practicable under the circumstances, in order to collect all important information connected with the undertaking in hand. The route pursued led me into the Rohtuck District, thence I marched into the Native State of Jheend; turning southward into the Hansi and Hissar Districts, I penetrated the Puttiala State through its southern frontier, and, after carefully traversing this important state, passed through the smaller state of the Nabha Rajah, visiting *en route* the slip of Jheend Territory round "Sungroor," where the Rajah of Jheend resides. Going through the Furreed Kot State, I entered the Ferozepore District, when, after crossing the Sutlej, I passed through the Montgomery District into Multan; and marching through a country of dense scrub, occasionally diversified by long stretches of sand and patches of Reh efflorescence, I crossed the Chenab into the Mozuffurgurh District. Traversing this Doab, I crossed the Indus and entered the Derajat; proceeding along the base of the Soliman Range, I re-crossed the Indus at Dera Ismail Khan, and, after skirting the salt range, crossed the Jhelum into the Shahpore District, whence, passing through the Goojranwalla District, I proceeded to Lahore, where, under orders received, the enquiry ended.

Delhi.

2. The District of Delhi appears to be the most saliferous of any in the Punjab; it possesses several saline tracts, the first in importance being the "Booraree Nimak Surr," 8 miles from Delhi, and which, 35 years ago, yielded, under Government supervision, over two lakhs of maunds a year; the salt then sold at the works at 4 annas, paid a duty of 1 rupee and 8 annas, and was retailed in the marts beyond at 2 rupees and 8 annas the maund. Nineteen villages are now dotted over the Surr, having a circumference of 30 miles, and containing a population of over six thousand souls; nine-tenths of these are of low castes, being descendants of the former salt manufacturers. The well-to-do Brahmans, Rajpoots, and Bunneahs consume the duty-paid salts, but most of the others use in their food brine obtained by lixiviation, the chloride of sodium being so largely contained in the soil* that the cost of fuel, otherwise necessary in precipitating the salt by artificial heat, is spared these people. As an instance of the intensely saline character of this tract, I may mention that 2 lbs. weight of water obtained from a pool situated on the Surr, and containing surface drainage, yielded by evaporation 1½† oz. of alimentary salt. The Surr has to a large extent been brought under cultivation, but

Booraree Surrs.

* Analysis of 19 samples of earth gives an average of 14·36 of common salt.
† Analysis of a sample gave a percentage of 82·20 of chloride.

APPENDIX C.

REPORT ON UNTAXED AND ILLICIT SALT CONSUMED IN THE PUNJAB.

the zemindars are still willing to open out salt works under Government supervision and without advances. I am of opinion that a good deal might be done to check the use of the brine as a condiment by legally binding down the zemindars to be answerable for the removal of the efflorescent saline surface.

Surr in the Huzoor Tehseel.
Bazeetpore.
Adaree.
Ferozepore.
Gurhie.
Durriapore.

3. Farther on, in the Huzoor Tehseel, I inspected another saline tract, surrounded by the five villages marginally noted. The soil, however, appears less impregnated by the chloride, since an analysis of five samples of earth gives but 8·36 of common salt.

Illicit manufacture carried on in the Bullubgurh Pergunnah.

4. In the Bullubgurh Pergunnah there are 30 villages, mostly situated on the banks of the Jumna, where the manufacture of salt direct from saline earth is briskly carried on. Seizures have been from time to time effected by Customs peons from the line, and by the preventive establishment that formerly existed; but of course such feeble efforts could not check the illicit manufacture; and now that the small preventive force has been abolished, the manufacturers are left to their uncontrolled devices.

But one Refinery and no crude saltpetre works exist in the Delhi District.

5. No crude saltpetre works are extant in this district, and but one Refinery of saltpetre at "Rampore Koondul," which produces about 3,000 maunds of refined saltpetre and 500 maunds of salt; about fifty crude factories in the Rohtuck District are subordinate to this Refinery.

In the neighbourhood of Paniput, Soneput, &c., a small quantity of salt is illicitly manufactured.

6. Higher up the Jumna towards Paniput, Soneput, &c., the manufacture of salt from saline efflorescence is likewise carried on, and, geologically considered, it is only natural that all along the course of the Jumna such manufacture should prevail, as the waters of such rivers annually bring down a vast fund of soluble salts from the northern range of hills, and which, after percolating through the soil, rise to the surface in dry weather, and, by giving off pure water by evaporation, leave the salts they held in solution behind them, thus forming an efflorescent saline surface, which only a preventive establishment or the dictum of the zemindar can prevent the lower castes from converting into edible salt by lixiviation and solar or artificial heat.

Spread of "Reh." Efflorescence along the canal in the Delhi District noticed.

7. The soil of this district is a dry stiff clay, unsuited for nitrous efflorescence, which requires a certain degree of moisture, which the extremely low water level does not afford. I was particularly struck with the rapidity with which the "Reh" efflorescence is extending along the banks of the Delhi and Hissar Canal; large patches were pointed out to me, where formerly saltpetre works existed, which have now been rendered unprofitable by the encroachment of this carbonate, which has the capacity of spreading to an unlimited extent when once it has impregnated the soil, the best received scientific opinion being, that the constituents of the "Reh" itself exist in the soil, and that when water acts on these, a catalytic action is set up, resulting in the formation of this salt.

Rohtuck.

Only one Refinery and 90 crude saltpetre works now exist in this district.

8. The Rohtuck District, which came next under consideration, possesses no saline tracts below the Customs line; and of Saltpetre Refineries, one alone exists, though six were in full working order five years ago. The out-turn of this single Refinery is about 2,000 maunds of saltpetre and about 400 maunds of salt. Ninety crude* saltpetre factories are at work during the season; of these, forty are attached to the Rohtuck Refinery, and fifty to the Rampore Koondul Refinery in the Delhi District. The

* Analysis of two samples of nitrous earth gives an average of 13·57 of common salt.
Ditto ditto of crude saltpetre ditto 13·56 of ditto.

crude manufacturer pays a license fee of Rs. 4 to Government and Rs. 10 annually to the zemindar for the use of the soil; his average out-turn is about 150 maunds, which he sells to the refiner at Rs. 1-8-0 the maund, sicca weight; four to five adults serve to work a factory, and the principle of remuneration is the "hissadar" or share system. The salt, locally called Kharee, educed in the process of manufacture, though fit for culinary purposes when washed and purified, is mainly used in the curing of hides; about twelve maunds of salt is the average out-turn of a crude work during the year; this gives 1,080 maunds as the out-turn of saltpetre salt in the district; and from what I have been able to ascertain, fully nine-tenths of it is used for tanning requirements; the tanners purchase it either direct from the manufacturers, or from Bunneahs, who obtain it by barter for an equal weight of grain, and retail it at Rs. 2 the maund, sicca weight.

Fees paid by crude workers; average annual out-turn.

Average yield of salt per work, and how it is disposed of.

9. Leaving the Rohtuck District, I marched into the Jheend ilaqua, and found the manufacture of saltpetre very brisk indeed. The non-existence of any prohibition against the manufacture of salt seems to have had a stimulating effect on the trade in saltpetre, for, out of about 150 villages comprising the Jheend Territory, 72 villages contain crude works, with an average of two boilers each; the boilers are large, from 4½ to 5 feet in diameter, and yield one maund and a half of saltpetre a day, or an out-turn of about 40,000 maunds of* crude material from the total number of factories during the year; the quantity of salt educed is about 1,500 maunds, which is mainly used by chamars, &c., for industrial purposes; it is sold at the rate of Rs. 2 the maund by Bunneahs, who obtain it in barter.

Jheend.

It was observed that here the manufacture of saltpetre was very brisk.

Estimate of crude saltpetre and salt produced,

and the purposes to which put.

10. The only Refinery† in Jheend is owned by Punnee Lall, Soucar of Furruckabad, who pays a fee of Rs. 1,200 a year to the Rajah, with permission to establish crude works in any village, and with the additional privilege of having earth, wood, and water free. The Refinery is a large one, with three large boilers, 8 feet in diameter; the out-turn of refined saltpetre is about 20,000 maunds from the two processes of "punnea," or boiling crude saltpetre in water, and "rusgullai," or boiling crude saltpetre in nitrous liquor; and the yield of salt, 3,500 maunds; of this quantity, 500 maunds are usually disposed of in the city at 16 seers per rupee, and retailed by the Bunneahs at 12 seers, the greater portion being purchased by tanners; 3,000 maunds are exported to Kythul, Soneput, and Paniput in British Territory, where its uses are identically the same; in short, this salt called Kharee is the only cheap substitute for sulphate of soda that these provinces produce for tanning and curing purposes, and as, owing to the dryness of the atmosphere, skins cured with saltpetre salt do not sweat and rot, as they invariably do when so cured in the more humid climate of the Ganges Doab, this salt is in great demand all over the Punjab, wherever obtainable.

There is only one Refinery in the state of Jheend.

Yield of salt and saltpetre estimated.

Salt produced how disposed of.

11. The only other earth-salt that was exposed for sale in the market, was the "Muniharee," or salt obtained from glass works, and which is manufactured in the Kythul Pergunnah in British Territory and used medicinally; it sells at 1 rupee the maund.

Another earth salt "Muniharee" was found exposed for sale.

12. Neither sulphate of soda nor saline tracts could be met with in this Native State.

No tracts impregnated with sulphate of soda or the muriate were met with.

* Analysis of four samples of crude saltpetre gives an average of 19·31 of common salt.
† Analysis of refined saltpetre, 3·29 of common salt. Analysis of salt from Refinery gives 97·82 of pure chloride.

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Taxed salts are chiefly used in Jheend.

13. Deedwana salt at $8\frac{1}{2}$ seers is very generally used both in town and country. Lahoree and Sambhur hold a secondary place.

Hissar.

Only fifteen crude works were found in this district.

14. From the Jheend Territory I proceeded to Hansi and Hissar; and though the district was traversed in all directions, the results obtained were small; fifteen crude saltpetre works had taken out licenses from the Office of the Deputy Commissioner, and eleven of these* were found working in the Burwala Pergunnah, under circumstances precisely similar to those working in the Rohtuck District. Twenty-five miles from Hissar, however, and about midway between that station and the southern frontier of the Puttiala State, I entered upon what appeared to be a debatable land, where two salts, called Kharee, contested the market; one of these salts came from Bikaneer, paid duty on the line, and sold at $8\frac{3}{4}$ seers; the other salt, bearing a similar name, was a Refinery salt brought from the Puttiala State and sold at $9\frac{1}{2}$ seers. I immediately distributed my establishment along the border villages to ascertain the extent of the influence possessed by this latter contraband salt, and found that 500 square miles of British Territory bordering on the southern frontier of the Puttiala State was an open field for the consumption and use of this salt, but that the larger quantity was purchased for purposes of hide-curing, its cheapness being the main consideration that has led to its adoption for industrial uses.

In this district towards the Puttiala frontier, Refinery salt imported from that State was found contesting the market with our taxed salts.

Taxed salts Deedwana and Lahoree, were found selling at Tohana, a British town near Puttiala.

15. At Tohana, close to the Puttiala border, Deedwana sold at 7 seers, Lahoree at $7\frac{1}{2}$ seers, and Refinery salt or Kharee at 10 seers per rupee.

Bunneahs, knowing the Puttiala salt to be contraband, are chary of information about it.

16. The Bunneahs at these border villages, knowing this Kharee salt to be contraband, deny its existence, and refuse its sale to every individual whom they suspect to be connected with Government in any official capacity, and it was only by disguising my establishment as "Beoparees" of low caste that any information could be gathered.

Puttiala.

The saltpetre trade, dull in British Territory, was here found very active.

Crude works at Muccahur.

17. Quitting the Hissar District, I entered the Puttiala State at its southern frontier, and, to my astonishment, found the manufacture of saltpetre, which I had left in so dull and stagnant a condition in British Territory, quite brisk and lively in this Native State. The very first village I visited, Muccahur, possessed four crude factories, and they were working with most commendable activity; the manufacturers were by caste Kahars, and had one iron boiler to each work, boiling down their nitrous brine, to the requisite degree of concentration, three separate times in the twenty-four hours, the out-turn in saltpetre† being 3 maunds kutcha (local weight), equal to 1 maund 11 seers sicca weight, which they sold wholesale to the refiner at "Moonak," whose *asamees* they are, at 2 maunds 10 seers local, or $38\frac{1}{4}$ seers sicca weight per rupee; petty exactions, however, such as two handsfull for the gomashta, the same for the weighman, &c., made it equal to one maund sicca per rupee; each of these works had a separate pit for the reception of salt, and, from what I could ascertain from the owners, each contained from 4 to 6 maunds of very fair and edible salt. They were awaiting the arrival of itinerant vendors called "bunjeewallas" to dispose of it; this they do at 3 seers kutcha weight to the anna equal to $20\frac{1}{2}$ seers sicca per rupee;

Out-turn of saltpetre, its rate and mode of sale.

Out-turn of salt.

Manner and rate of sale.

* Analysis of crude saltpetre, 21·37 of common salt. Analysis of salt from crude saltpetre factory, 92·88 of chloride.

† Analysis of two samples of crude saltpetre gives 8·62 of common salt. Analysis of two samples of salt from crude saltpetre factories gives 97·82 of chloride.

the buyers then retail it among the surrounding villages at 2 seers kutcha for one anna equal to 14 seers sicca per rupee; salt from crude works is seldom taken across the frontier, the purer refinery salt having the preference. The principle of remuneration for daily labor is here, as elsewhere, on the "hissadar" or share system.

Refinery at Moonak visited and its operations explained.

18. After inspecting these and similar works, I proceeded to the Refinery* at "Moonak," belonging to Mukkunlall, Soondurlall, Soucars of Delhi, and found that they carried on work on an extended scale, having three large iron boilers,—two for "punnea gullai," and one for "rusgullai," six ground filters, $20' \times 2'$, forty large vats, &c. I perceived likewise an immense heap of about 500 maunds of "sitta," or impure refuse salt, in their refinery enclosure; the agent of the refiner stated that he had 70 crude works subordinate to him in the Moonak Pergunnah, and 35 in the Ruttea Pergunnah, and that his annual out-turn of refined saltpetre was over 20,000 maunds; by private enquiries I ascertained that the annual out-turn of salt was about 2,500 maunds and that the heap of sitta was only brought into use when any large order was received, when the required quantity was very easily purified; this refinery salt is almost exclusively sold to camel-men and donkey-drivers, two classes of itinerants who chiefly deal in this contraband article, and who purchase it at $19\frac{1}{2}$ seers sicca per rupee, carry it across the border into the Hissar District, and sell it wholesale at 14 seers per rupee; the Bunneahs in British Territory reap a large profit by retailing it at $9\frac{1}{2}$ to 10 seers sicca, so that it seems a very profitable trade to all concerned.

About 2,500 maunds of salt are annually produced in this Refinery and disposed of in British Territory.

Another Refinery exists at Neean.

19. The owners of the "Moonak" Refinery possess another at "Neean" and pay to the Rajah of Puttiala, for working both with their attendant crude works, a fee of Rs. 2,500; this contract exempts them from paying any zemindaree fees, either for wood, water, or earth.

For both an annual fee of Rs. 2,500 is paid to the Rajah.

20. The Refinery at "Neean" is similar in all respects to the "Moonak" Refinery, and has 40 crude works attached to it, yielding an average of 6,000 maunds of refined saltpetre and 700 maunds of salt.

Loss which the salt revenue sustains from these works.

21. From these two refineries about 3,000 maunds of salt are imported into British Territory through the agency of camel-men, &c.; of this quantity fully four-fifths is used in curing and coloring hides, and the probable loss sustained by our revenue in its consumption as human food is about 600 maunds, or Rs. 1,800 of duty.

Peculiarity of trade noticed in connection with this untaxed salt.

22. The camel-men, above alluded to, pursue a rare industry which I shall here describe. Starting originally with rock salt from the Pind Dadun Khan mines, and after passing through Lahore and Ferozepore, they enter the Puttiala State, and spreading themselves over the country, sell their salt wholesale at 9 seers 5 chittacks to $9\frac{1}{2}$ seers per rupee. After disposing of their entire stock, a large number take up Refinery salt at "Moonak" and "Neean," cross the border into the Hissar and Sirsa Districts, and realise a profit of 12 annas 10 pie the maund; proceeding south to the salt marts above line, they take up Deedwana and Bikaneer Kharee; re-crossing the line at Hissar and Hansi, they proceed *viâ* Jheend to Soneput, Paniput, &c.; disposing of this salt, they turn again to the mines, and take back a

* Analysis of two samples of refined saltpetre gives 7·38 of common salt. Analysis of 2 samples of salt from Refinery gives 97·10 of chloride.

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return venture of 'goor' and sugar from Hooshyarpore and other marts, disposing of it at Lahore, Shahpore, &c.

The manufacture of saltpetre in Puttiala is confined to the territory bordering the Hissar and Kythul Districts.

23. The manufacture of saltpetre in the Puttiala State and the use of the salt educed from it is confined to an area of 600 square miles contiguous to the British districts of Hissar and Kythal; the soil is rich and loamy, and the water nearer the surface than in any of the districts through which I had hitherto passed. Though a three years' drought had paralysed all agricultural industry around it, this favoured spot, owing to the proximity of water, displayed evidences of fertility very pleasing to the eye; the moisture in the soil accounts for the presence of nitre in this tract, the rest of the Puttiala State being sandy and barren of all salts.

Elsewhere the soil is unsuited to the manufacture of saltpetre.

The northern part of Puttiala is supplied with Lahoree or rock salt.

24. Proceeding onwards, and at a distance of some 25 miles from the border, I quitted this, by comparison, fertile tract, and entered upon a 'bhoor' or sand and clay country, where cultivation was scant and population sparse. In all the villages visited, I found Lahoree or rock salt selling at $8\frac{1}{2}$ seers; the Bunneahs, however, asserted that they would willingly buy and sell the saltpetre salt or 'Kharee,' if it came their way, as they made an additional profit of 2 annas the maund by retailing it; but as they could not afford to buy at less than 17 seers per rupee, the itinerant vendors preferred other marts; this leads me to the conclusion that if, in the interests of Government, we check the import of Puttiala-made salt into British Territories, this salt will simply be thrown back on the interior of the State, and, at a reduced rate, displace an equal quantity of duty-paid rock salt, so that, in point of fact, a preventive establishment would be an additional loss without improving our salt revenue whatever.

No pecuniary advantage to the State would result from the repression of the introduction of untaxed salt from Puttiala.

In Puttiala two petty Refineries were found working. Peculiar process of refining saltpetre in them detected.

25. In the town of Puttiala, two very petty Refineries were working; the process of manufacture was peculiar. Crude saltpetre was boiled in water, and when the liquor had attained a certain degree of concentration, the fire below was raked out and fresh earth thrown in; the liquor was then allowed to cool *in the boiler* all night, and the crystallized saltpetre, averaging 15 seers, taken out in the morning, the 'tor' or residuary liquor being then boiled down for salt, 3 to 4 seers being obtained each day; this is sold to the Bunneahs at $20\frac{1}{2}$ seers and retailed at 17 seers per rupee, and this I found to be the only edible earth salt in the bazaars of the city, for I observed, on personally visiting the shops, large heaps of the pink-colored Lahoree whilst only a small basketful represented the local salt here known under the name of 'Kulr' (a Punjabee word having the same significance as 'Kharee') and which is purchased solely for the purpose of hide-curing.

Salt produced in these Refineries how disposed of.

Large quantities of Lahoree or rock salt were found exposed for sale in the city of Puttiala.

Saltpetre manufactured in these Refineries is used by the Rajah.

26. The saltpetre manufactured in the above Refineries is used in the Rajah's powder manufactory, and the refiners are exempted from the payment of any license fee in consequence.

Mr. Hardingham disproves the correctness of the late Mr. Tapsell's statements regarding the extent of salt manufacture in the Punjab.

27. Being anxious to ascertain the accuracy of the statements advanced by Urjun Sing, informer, as set forth in Mr. Tapsell's (Collector of Customs, Hansi,) letter No. 35 of the 30th May 1853, I was particular in having the pergunnahs on the Umballa border well inspected, and personally visited several of those mentioned by Mr. Tapsell, but could find no trace of any manufacture of salt direct from earth or natural brine springs. I am afraid that Urjun Sing must have acted as did a Puttiala Sikh in my employ, who, on being sent to a certain locality for

information as to its saline manufactures, took that opportunity of visiting his home in quite another direction, but brought back such a flourishing account of the existence of salt works in the locality he should have inspected as induced me to visit it, only to find that I had been deluded by an Indian Munchausen.

28. With the exception of that portion of the Puttiala State bordering on the Hissar District, the rest of the country is barren of all saline manufactures, and the use of the rock salt is almost universal.

Nabha.

No indigenous salt was found here, and the use of taxed rock salt is general.

29. The Nabha State was traversed in its entire length, two crude saltpetre works being alone met with; these are not of a permanent character, the nitrous earth being obtained from the urinal passages of the village, so that a frequent change of locality is necessary; the manufacture is carried on for pyrotechnical purposes; the use of the rock salt is general.

Furreed Kot.

Here only one Refinery exists and no salt is locally made.

30. The Rajah of Furreed Kot possesses the only Refinery of saltpetre that exists in his state; it is situated in the Kot, and is only worked when nitre is required for the manufacture of gunpowder.

Ferozepore.

The production of saltpetre in this district has almost died out, and none but taxed rock salt was found selling in the Bazaars.

31. From Furreed Kot I entered the Ferozepore District, but could trace but one crude saltpetre factory at Mumrout; the owner of a disused Refinery, however, informed me that he had over 20 factories working in his interests, but that some two years since he had been obliged to close operations owing to the rapid decline of the saltpetre trade; the rock salt was here selling at 9 seers.

Lahore.

The use of rock salt here is general, no untaxed salt seems to be used.

32. Crossing the Sutlej into the Lahore District, I came across a few disused saltpetre works, the owners of which informed me that they were only awaiting advances from a refiner at Lahore to commence operations; on this side of the river the rock salt sells at 10 seers.

Multan.

Extensive "Reh" tracts covered with a plant used in the manufacture of Sujji exist in this district.

33. Passing on through the Montgomery District to Multan, I marched through the "Bar" tract, a dense stunted scrub, good only for grazing cattle and camels, and composed of the 'kurreel' (*capparis aphylla*), the 'jháu' (*tamarix indica*), the 'farásh' (*tamarix orientalis*), and the 'bér' (*zizyphus vulgaris*); large tracts of a saline efflorescence, called 'reh' in the North-Western Provinces and 'kulr' in the Punjab, were frequently met with, generally covered with plants of the *genera salsola*, largely used for the manufacture of sujji or impure carbonate of soda: I may as well here describe the process by which this salt is prepared.

The process of manufacturing Sujji (Barilla) is minutely explained.

34. The carbonate or sujji is the barilla of commerce locally called 'khar,' or in 'Persian' 'Ashkhar;' it is the incinerated ash of the *salsola Griffithi*, a plant found in great quantities in the 'Bar' of the Multan, Montgomery, and Shahpoor Districts; it begins to sprout in the month of April, and attains to the height of two to two and a half feet by the end of the rains, flowering in September; it is allowed to remain standing till it has shed its seed, which takes place about the middle of October or beginning of November, when it is cut into sheaves and left to dry. Circular pits, five or six feet in diameter and about two feet deep, are dug at convenient distances, and into these the half dried sheaves are successively thrown, until the pit is nearly filled with the ashes of the plant in a state of semi-fusion; the operation lasts about 20 hours, and the quantity burned is about 200 bundles of half a maund each; the contents of the pit are well stirred and allowed to cool; during this process deliquescence takes place, a little dry earth being scattered over the surface to prevent

evaporation; the pits are opened on the fifth or sixth day, when the sujji is found concreted together into a hard cellular mass; it sells at an average of Rs. 1-2 the maund, and is extensively used in the manufacture of soap, paper, and glass, and as a substitute for soap by the poorer classes; it is also largely employed in the process of bleaching. The reh or kulr seems to be composed principally of carbonate, with a small proportion of sulphate of soda and other salts; the carbonate contained in it is, however, too weak to permit of the manufacture of sujji direct from the efflorescence, as is the case in the North-Western Provinces; therefore is it that the *salsola* plant, which largely absorbs the carbonate, is made to yield the substance by incineration. I may remark, *en passant*, that every kind of efflorescence, be it carbonate, sulphate, nitrate or chloride, is called by the general name of kulr, a circumstance which causes no little confusion to the uninitiated.

The saltpetre trade is extinct in Multan.

35. The saltpetre trade has become extinct in the Multan and Montgomery Districts, but one crude work is active near the former town to supply pyrotechnists with nitre; rock salt was selling at 11 seers.

Mozuffergurh.
No earth salts made in this district.

36. On leaving Multan I crossed the Chenab into the Mozuffergurh District, and as no information was obtained of the existence of earth salts crossed the Indus into the Derajat.

Dera Ghazee Khan.
Three descriptions of salt are sold here.

37. At Dera Ghazee Khan I found three descriptions of salt for sale; a small quantity of Lahoree, used medicinally, at seven seers, retail rate, an opaque white salt brought from Kohat, locally called 'seuda,' at 24 seers local, or 30 seers sicca weight, and a salt called 'kulr,' at 16 seers local, or 20 seers sicca weight per rupee.

1*st, Kohat salt.*

38. The Kohat salt is brought by '*Povindahs*' from the Bahadoor Khyel and Khurruck mines, where, according to local opinion, it is obtained *gratis*, which means, I suppose, that its rate of sale is so trifling as to be nominal. It is cut into small square slabs for facility of transport, and is sold wholesale at Dera Ismail Khan at 14 annas the maund, at Dera Ghazee Khan at Rs. 1-5-3, and at Mittun Kot at Rs. 1-10-0, from which last mart it is largely exported* by boats to Scinde and the Bombay Presidency. How far this may affect the salt interests of that Presidency I am unable to determine, but from conversations I have held with the Povindahs of several large camel-laden convoys of salt I met with, a very large proportion of the Kohat salt finds its way, river-borne, to the marts of the Bombay Presidency, and it seems a matter of astonishment to intelligent natives, that such an anomaly should exist as that salt, intended as a political sop to the mountain tribes, should likewise be allowed such a wide sphere of action in the plains. This salt is considered somewhat impure, it requires a larger quantity to season food, and is besides slightly bitter to the taste; the well-to-do classes consequently prefer the local salt called 'kulr,' which is manufactured in small quantities at 'Hurrund,' a place at the foot of the Soliman Range, in Pergunnah Jampoor, and some 65 miles from Dera Ghazee Khan; the process of manufacture is by lixiviation of saline earth and solar evaporation, and the use of the salt is confined to the city of Dera Ghazee and the large 'Kusbahs' adjoining, beyond which I could not trace it.

It is asserted that Kohat salt is largely exported to Scinde and the Bombay Presidency.

A kind of earth salt called Kulr is locally manufactured at Hurrund in the Dera Ghazee Khan District.

* This matter is now undergoing enquiry and may be reported upon.—G. H. M. B.

Dera Ismail Khan.

Only one crude saltpetre work found here, the salt educed in which is used for curing hides.

39. Proceeding along the base of the Soliman Range, I entered the Dera Ismail Khan District, and at a village called Dera Futteh Khan, found twelve maunds of very fair saltpetre salt called 'kulr' in the possession of a *Bunneah*, who stated that he obtained it from a crude saltpetre factory at Morla, three miles distant, of which he was part owner; that the saltpetre was manufactured for pyrotechnists of Dera Ismail, and that the salt was sold at 16 seers and mainly used for hide-curing; this crude work is the only one extant in the district.

Shahpoor.

40. Finding no trace of other earth salts, I re-crossed the Indus and proceeded towards the Shahpoor District, skirting the salt range, along the base of which my enquiries extended, thinking it possible that the periodical washings from these hills might have tended to produce a saline efflorescence along the dried up water-courses and fissures in the soil with which this part of the country is intersected, but I found this idea to be erroneous, as neither efflorescence nor saline manufacture of any description could be met with. The Shahpoor District contains about 90 works that annually manufacture saltpetre, and, according to the statements of the owners of factories, the greater portion is taken to 'Kalabagh' to be used in the manufacture of alum, which apparently requires a very impure alkali, as I observed that earth, chloride of sodium, and other salts were allowed to remain very largely in admixture with the nitrate, which I met being conveyed to that locality. Crude saltpetre sells at Rs. 1-4 the maund, owners of factories paying the zemindar Rs. 10 annually for the use of the soil.

Ninety Saltpetre works exist in this district, their produce is used at Kalabagh in the alum factories there.

Goojranwala and Lahore.

41. Quitting Shahpoor I passed through the Goojranwala District and terminated my enquiries at Lahore; the Goojranwala District has no active saltpetre works, as far as I could ascertain, and the Lahore District has but twenty, with one small Refinery in the city. The manufacture of saltpetre in the Trans-Sutlej States is carried on solely in consequence of local requirements; within the last ten years the trade has dwindled down to a minimum.

Summary of result of deputation.

42. In 1861 the number of factories in active work in the districts that I have visited were as follow:—

	Working in 1861.	In 1871.
Delhi	... 9	0
Hissar	... 201	15
Rohtuck	... 181	90
Ferozepore	... 60	1
Multan	... 140	1
Montgomery	... 67	0
Dera Ghazee	... 166	0
Dera Ismail	... 201	1
Shahpoor	... 2,000	90
Goojranwala	... 40	0
Lahore	... 58	20
	3,123	218

43. The principal constituent of the soils of the Punjab is sand, which, together with the scanty rain-fall and low water level, is not conducive to the existence or spread, to any very great extent, of the nitrate, sulphate, or chloride efflorescences; the carbonate or 'Reh' is an exception, but as this salt is so

largely contained in the waters of the province, it is but natural to suppose that it will be drawn to the surface by the laws of capillary attraction, whatever the nature of the soil may be.

About 6,000 maunds of salt are made in the feudatory dependencies of the Punjab every year, 5,000 of which come untaxed into our territory.

44. To summarise matters, I may here state, that the Native States of Puttiala and Jheend produce 6,000 maunds of earth salt, educed in the manufacture of saltpetre, of which 5,000 maunds pass into British Territory, nine-tenths of this being used, in lieu of sulphate of soda, for curing and tanning hides and other industrial purposes. To check this import, which at present is harmless to the revenue, would be to throw it back on the states, where it would be used as human food, to the displacement of a similar quantity of duty-paid Deedwana and Lahoree salts.

Another 2,000 maunds of saltpetre salt are made in the Cis-Sutlej States of the Punjab,

and 2,000 maunds of earth salt are illicitly manufactured at Booraree in the Delhi district.

45. About 2,000 maunds of saltpetre salt is manufactured in the Cis-Sutlej States, nine-tenths of this being similarly used for curing and tanning. The only loss suffered by our revenue is in the Delhi District, from salt obtained direct from saline earth in the Bulubgurh Pergunnah, the salt tract of Booraree, and the villages bordering on the Jumna; the quantity so manufactured is not less than 2,000 maunds, and, in my opinion, this could be considerably reduced, if not checked altogether, by making the zemindars or their agents enter into a bond or agreement to stop the manufacture. From what I saw of the people of this district, they seem to be a law-abiding race, and I have very little doubt that the above procedure would tend to the benefit of Government without the expense of a preventive establishment.

The present report will, it is hoped, allay anxiety about the loss our revenue was supposed to be sustaining in the Punjab.

46. Our departmental traditions hold, that the manufacture of earth salts in the Punjab, and particularly in the Native States, is extensively carried on, and from this point of view the results of the present enquiry will appear barren and meagre enough, but I trust that the facts recorded in this report, though necessarily crude and imperfect, may be accepted as a sufficient elucidation of a subject regarding which but vague conjectures have hitherto existed.

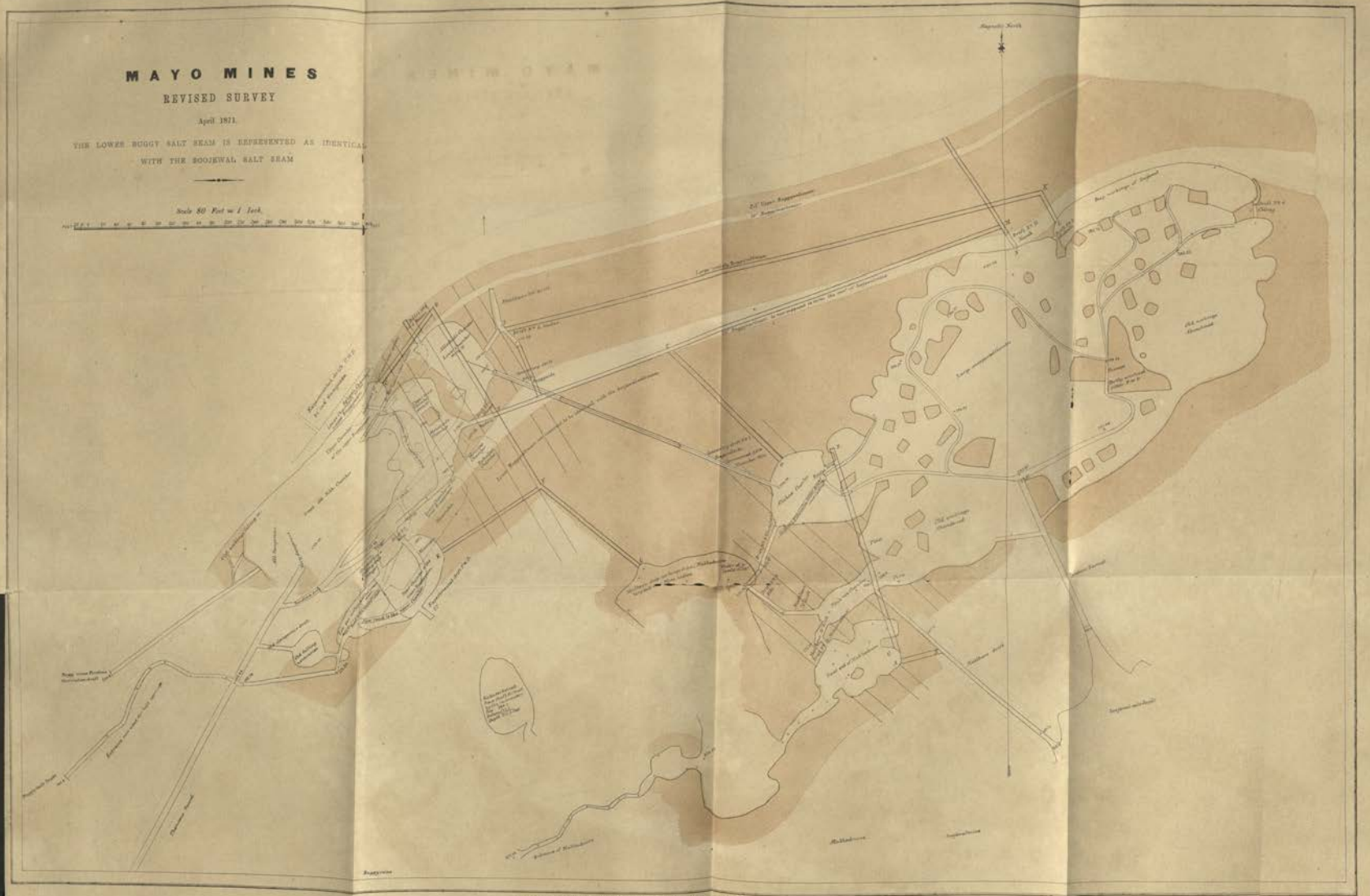
MAYO MINES

REVISED SURVEY

April 1871.

THE LOWER BUGGY SALT SEAM IS REPRESENTED AS IDENTICAL WITH THE BOOJEWAL SALT SEAM

Scale 80 Feet to 1 Inch.



LITHOGRAPHED FROM AN ORIGINAL SUPPLIED BY THE PERSONAL ASSISTANT TO THE COMMISSIONERS OF INLAND REVENUE,
at the Surveyor General's Office, Calcutta, December 1871.

100′, 70′ and 30′ drift, the first one in Buggy Mine, the two latter in Soojewal; all are in salt.

Works done by the Public Works Department.

Works done by the Public Works Department:—

1. After the great fall of salt had taken place (on the 5th of June 1870), which was caused by the removal of two most dangerously situated pillars, the officer of the Public Works Department undertook to blast away the remains of the roof which was overhanging the lower workings of the middle Buggy salt-seam.

2. The blasting down of another dangerous roof between the upper and lower chamber of the lower Buggy seam was begun in the last financial year. The Deputy Collector supervised and finished the work. The contract was given at the expense of the Public Works Department—amount Rs. 40.

3. The Public Works Department got also some steps made to lead from the second storey lower chamber lower Buggy seam down to the first storey, *viz.*, the very deep workings of the same chamber. The old road had become dangerous. The cost of the steps was Rs. 30.

4. The Public Works Department also added some masonry to the artificial pillar which is erected to protect the passage from Purdon's tunnel to the Soojewal deep workings.

5. The Public Works Department repaired and increased the railings in the mines and renewed props in the timbered drifts.

6. The Public Works Department has kept as before two labourers in the mines, Baitans. These men are constantly employed in making and repairing roads, &c., in the mines, and are very useful. They are the more indispensable as more new works are being carried out.

Minor works constructed by Lieutenant de Wolski and Dr. Warth.

The following minor works were executed at the Mayo Mines by Lieutenant de Wolski and Dr. Warth:—

1. In Soojewal the deep cutting of the Phurwalla water-drift crosses the so-called water-drift chamber which it was formerly intended to use as a depôt for the wire tramway. This open cutting being more than 20 feet was a source of danger for everybody, and a source of annoyance as regards the transport of the salt in the large chamber. To avoid this, all the cutting was arched over at the bottom for a length of 140 feet. We can now fill the cutting up with rubbish whilst the water will flow out under the arch.

2. Parts of Thomson's tunnel were cleared or widened to get a straight line.

3. At the great salt depôt the dangerous part of the weighing-house was pulled down. The re-building was begun in the present financial year.

4. To avoid the very dangerous main road which leads through the lower chamber in the lower Buggy seam, a road was made from this lower chamber to the upper one in the same seam and then through drift No. 2 (Bira) into the workings of the big middle Buggy seam.

5. As a sanitary measure, boundaries were laid out in both mines, to prevent the people from going into such parts of the mine as are unused.

6. The interior mouth of Purdon's ventilation drift in Buggy Mine has been cleared out, and also that of the old Sikh entrance in Soojewal, to improve the ventilation.

7. Timber has been procured to repair the interior of the ventilating drift in Buggy Mine. The replacing of the timber began after the end of the last financial year.

Works for the improvement of the working system in the mines supervised by Dr. Warth.

Works for the improvement of the excavation of the salt.

The new system of excavation in the mines cannot be introduced without sufficient preparations being made for it. At first all that I could do was to mark the pillars out. The principal object of the new system to work from the roof downwards can only, in a few cases, be directly obtained. Generally, it cannot be obtained without drifts being first worked into the salt field, from which drifts the new excavation can be started. All the roofs of the chambers form now large arches; and to start with the new method, we would have to work first in the centre of the arch where we have no place to stand on. The Commissioner of Inland Customs has sanctioned the sum of Rs. 2,000 to work out a certain number of drifts for the above purpose.

Up to the 31st of March the following drifts were constructed:—

Number.	Contractor.	Mine.	Length attained.
1 ...	Allabax ...	Soojewal ...	141′
1 ...	Makhan ...	Buggy ...	105′
2 ...	Bira ...	Buggy ...	16′
3 ...	Nadrelli ...	Soojewal ...	4′
4 ...	Chirag ...	Soojewal ...	20′
5 ...	Batan ...	Buggy ...	29′
6 ...	Kader ...	Buggy ...	39′
7 ...	Ahmed ...	Buggy ...	44′
8 ...	Alli ...	Soojewal ...	67′
9 ...	Khudabax ...	Soojewal ...	67′
10 ...	Mohamedbax ...	Mukhad ...	25′
11 ...	Nawab ...	Soojewal ...	21′
			Total... 578′

The total length of drifts made is 578 feet, herein are included 246 feet of the connecting drift No. 1.

No. 1.—Drift No. 1 was begun on the 24th November 1870 for the purpose of connecting Soojewal and Buggy Mines. It will probably be finished in July 1871. This drift appears to show with more and more certainty that the hitherto so-called lower Buggy salt-seam is identical with the Soojewal salt-seam, and that, therefore, part of Buggy Mine is already working in the same salt-seam as Soojewal. The two mines, therefore, will soon not only be connected by a drift, but they will really be made into one mine.

No. 2.—Drift No. 2 (*Bira*) intersects the 25 feet marl seam of Buggy Mine, and has become necessary, because the old drift near it is in a dangerous state.

No. 3.—Drift No. 3 (*Nadrelli*) is only 4 feet long, and is driven through the western boundary wall of the Soojewal deep workings. The intention was to work down some salt from the roof of the Soojewal deep workings by means of this drift. The quantity of salt was, however, too small, and therefore the plan was abandoned.

No. 4.—Drift No. 4 (*Chirag*) is being made with the same intention as the former one. It is to pierce the eastern boundary wall of the Soojewal deep workings, and there is more chance here to begin working from the roof downwards according to the new plan, because the seam has less slope at this end.

No. 5.—Drift No. 5 (*Batan*) is being worked through the 10-feet marl-seam of Buggy Mine, and through the 25-feet salt-seam of Buggy to create some new working space.

No. 6.—Drift No. 6 (*Kader*) goes upwards behind the first big pillar wall in Buggy Mine, and intended to meet the drift No. 7. This drift is to serve for the salt carriage out of the first large cross chamber.

No. 7.—Drift No. 7 (*Ahmed*) starts from the uppermost chamber of Buggy Mine, at such a level as to form the upper boundary of the mine. The drift is to advance horizontally in the direction of the big Buggy salt-seam, and will serve for starting the large cross chambers of this seam.

No. 8.—Drift No. 8 (*Alli*) is worked from the end of Matthew's 70-feet drift in Soojewal in the direction of the fall along the roof of the salt seam. It will be used for working the chamber, of which it forms the south-western boundary.

No. 9.—Drift No. 9 (*Khudabax*) was started from the water-drift chamber in Soojewal to go first upwards to meet drift No. 8, and then be elongated horizontally in the strike along the roof of the Soojewal salt-seam. These two drifts, Nos. 8 and 9, have now met in old deep workings of the Mukhad Mine. Thus they have led to the rather disagreeable discovery of the fact that the greatest part of the salt field west of Soojewal Mine is used up.

The measures taken for creating new working-space and examining the existing salt strata prove, under such circumstances, to be most necessary.

No. 10.—The drift No. 10 (*Mohamedbax*) was constructed to connect Soojewal Mine with the upper workings of Mukhad Mine. The only access to the latter was hitherto through the long dangerous old entrance and other old workings of Mukhad. No salt could be brought out of the mine before, whilst now the eastern chamber of the mine can easily be worked. This will at least for the present add considerably to the working-space, of which we are so greatly in want.

No. 11.—The drift No. 11 (*Nawab*) was begun in Soojewal, at such a level as to meet in horizontal continuation the drift No. 7 (*Ahmed*), the highest level drift of Buggy Mine. The construction of this drift became highly desirable as soon as the identification of the lower Buggy seam and the Soojewal salt-seam was anticipated. We had come to the conclusion that the big middle Buggy seam formed the northern boundary, and the roof of Soojewal Mine with only a marl-seam between, equal or similar to the 25-feet marl-seam of Buggy Mine There was never any doubt that the Buggy salt-seam would extend to the north-east, but it was not thought to be so near to Soojewal. The drift No. 11, which was made 21-feet long in the past year, has up to this day reached a length of 54 feet. The first 16-feet of the drift were in dark salt marl, the next 18 feet in bad salt of whitish color, the last 20 feet in salt. This salt can be sold to the merchants, but it is of second quality. It is to be hoped that after some time the salt will improve, because we are no doubt already in the big Buggy seam. It is the big Buggy seam that we have to depend upon in future. The lower Buggy seam, Soojewal seam, and Mukhad seam being identical, there are three mines participating in this one seam, and leave very little indeed remaining for excavation. I now estimate the whole amount of salt available in the mines, as far as the present working plan

extends, only at 175 lakhs maunds, instead of 250 lakhs as I calculated it last year.

Total amount of money spent on the Mayo Mines, 1870-71.

The total amount of money spent on the Mayo Salt Mines for works of improvement, &c., may be calculated approximately as follows for the financial year 1870-71 :—

		Rs.
1.	Works done by the Deputy Collector and Collector.	
	Four different items and two drifts made for working-space ...	2,164
2.	Public Works Department—	
	Approximate cost of 5 different works and the wages of 2 Baitans for the whole year	400
3.	By Lieutenant deWolski and Dr. Warth—	
	Minor works not including the connecting drift	736
4.	Works done for the improvement of the working system—	
	Total length of drifts 562 feet, *viz.*, including the finished part of the connecting drift and excluding No. 2 drift.—Total cost	1,500
	Total amount spent, 1870-71	4,800

The total amount of money actually spent on the improvement of the Mayo Salt Mines in the financial year 1870-71 is approximately Rs. 4,800. The amount would have been more if all the drifts had been finished. But there was not time enough to finish the sanctioned length in the last year.

The quantity of salt sold at the Mayo Salt Mines, 1870-71, is equal to 978,516 maunds.

Number of days during which the mines were worked.

The mines were worked altogether 79 days. The other 286 days of the year were spent—at Tobar (81 days), as holidays (157 days), and the mines totally closed (48 days). For this information I am indebted to the Deputy Collector.

II.—Site of the proposed rocksalt shaft at Mount Jogi Tilla.

Geological description of Jogi Tilla.

The enclosed map of Jogi Tilla contains the results of geological and barometrical examinations which I made in May 1871, for the purpose of ascertaining the most suitable site for the proposed shaft. As regards the general geological situation, I may refer to my previous report on the geology of the eastern part of the Salt Range. I may repeat that the series of strata which compose the Jogi Tilla, and of which the lowest member is rocksalt, strike in the direction of the mountain ridge from south-west to north-east and fall very steep to the north-west. The north-west side of the hill represents, therefore, a slope consisting of the upper strata, whilst the south-east side represents a steep escarpment with the heads of the strata outcropping. The strata which form the escarpment are exclusively those of the sandstone formation excluding the red sandstones β, the dark shales ζ, and the green or fawn-coloured sandstone δ. The higher strata, the variegated sands ε, the limestone μ and some of the ossiferous tertiary sands ζ form a coating on the north-west side of the mountain, without rising to the top of the ridge. These strata appear upon the central part of the mountain near the bungalow, but they lie there in a saddle which is formed by a fault, as may be seen from the accompanying ground plan and the section No. 2, and do not appear on the acclivity. The strata below the sandstone formation, the lowest member of which is the red β sandstone, are covered by the debris of the hill everywhere except at a place two miles north from Nara. At this place a regular gypsum formation crops out from underneath the β sandstone, and it is here that I propose the shaft should be sunk.

APPENDIX D.

PART II.

SURVEY OF JOGI TILLA.

SITE OF THE PROPOSED ROCKSALT SHAFT AT MOUNT JOGI TILLA.

Situation of the proposed experimental shaft.

This point is on the south-west side of the mountain, 22 miles from Jhelum. Although it is important to be as near to the railway as possible, that is, further east, I prefer this place, because it is the only spot where gypsum, the immediate stratum above the salt, crops out. There would have been several suitable places further north-east on the base of the escarpment, where the red sandstone β crops out, and where we are almost certain to reach the gypsum very soon by a vertical shaft. This shaft may, however, for some depth have to pass through debris, and be endangered by water. By starting in the gypsum which is water-proof and is the constant companion of the salt, we go so very far towards securing success that I should not like to sacrifice this advantage to that of a nearer approach to Jhelum. There would not be a greater difference than four miles in the distance from Jhelum between the proposed site and a point at the east side of the high mountain escarpment. Moreover, it seems to me that the proposed point offers much more facility for the establishment of any kind of traffic than the east side. From the former we reach by a gentle slope the flat country, whilst the latter is barred off by a series of low tertiary hills. As already stated, the south-eastern escarpment of the mountain consists of the sandstone formation β, γ and δ. Except at the proposed site of the shaft the foot of β as well as all underlying strata are covered with debris. These debris reach very high up as may be seen from the section on the accompanying map. There are also tertiary sands and marls at the base. It is therefore not at all easy to reach the salt by a horizontal deep level drift. From the opposite side of the mountain on the north-west, we also cannot easily reach the centre of the mountain at such a level as to penetrate deep into the salt, because the steep acclivity is not deep enough. A drift of half mile in length even will not absolutely ensure this result. It is therefore much more advisable to search for the strata on the other side of the mountain, and not by a horizontal drift, but by a vertical shaft or a bore-hole.

Reason for selecting this site.

Proposed site offers facility for traffic.

Difficulty in the way if another site is selected.

Presence of salt assumed at Jogi Tilla.

There is no evidence of the absence of salt at the Jogi Tilla. At a place called Lunada, a very weak yet pure brine issues on the foot of a low hill of green sandstone δ. This place is on the northern side of the Jogi Tilla. The site of the proposed new shaft lies exactly between the brine springs of Lunada and Pind Sivika. There is no brine at the site itself, but there is also no sweet water, so that the absence of brine cannot be considered as evidence of the absence of salt. The outcropping of gypsum is very extensive at a level from 1,500 to 1,700 feet above the sea.* It covers an area of nearly a mile in length. In the gypsum I found the usual layers of pure limestone. In the limestone I found moulds of salt crystals. These pyramidal crystals must have been originally embedded in the lime, and have been dissolved after the lime had hardened, thus leaving an empty space. It is not impossible that we may even find salt crystals still existing, if we reach the interior of the rock. These salt crystal moulds are quite of a different origin from those in the ε, sandbanks higher up. They are very interesting as the matrix is limestone, and their existence increases the prospect of finding rocksalt below them.

Shaft would be commenced in the gypsum formation.

As regards the shaft I would start to sink it in the gypsum, and I hope to reach the salt without being too much troubled by

* This is very low compared with the height to which the debris rise on the south-eastern acclivity of the eastern part of the mountain.

water. If, however, water should at any time cause the discontinuation of the shaft, there would always still be a chance to complete the research by boring.

I have still to add tabular statements as regards thickness of strata and distances from Jhelum :— Statistical estimate of thickness of strata, &c.

Thickness of strata measured at the Jogi Tilla with the Anëroid Barometer.

		Thickness in feet.
μ	Nummulitic limestone	70′
ε	Variegated strata	80′
δ	Green sandstone	200′
γ	Dark shales	135′
β	Red sandstone (minimum)	235′
α	Gypsum (minimum)	130′
	Total thickness of all the strata which overlie the salt except the ossiferous tertiary sands and marls ...	850′

Strata overlying the salt, 850 feet thick.

STATEMENT OF DISTANCES.

Distance from Jhelum Railway Station in Miles.

South-east side of Jogi Tilla	18	Miles.
Proposed shaft 2 miles north of Nara	22	,,
Brine springs of Pind Sivika	25	,,
Jelalpur	30	,,
Mayo Salt Mines, Kheurah	70	,,
Distance by rail from—		
Jhelum to Goojerat	33	,,
Nara shaft to Jhelum	22	,,
Total Nara shaft to Goojerat *vid* Jhelum	55	,,
Mayo Mine *vid* Chak Nizam to Goojerat	70	,,

Sites how far distant from Jhelum.

MAYO MINES,
The 13th June 1871.

H. WARTH.

The Brine Spring of Kalra near Bukrala on the Grand Trunk Road, from Jhelum to Rawulpindee.

The Grand Trunk Road from Jhelum to Rawulpindee, which will be the course of the future railway, is crossed near Bukrala by a range of hills called the Bukrala Range. This Bukrala Range stands quite in the same relation to the Salt Range, as the so-called Rhotas Range. The Bukrala Range and the Rhotas Range stretch parallel with each other from south-west to north-east. Both are elongations of higher mountain ridges of the Salt Range proper, the Rhotas Range of Jogi Tilla, and the Bukrala range of the Diljabba. The latter range is much longer than the former. It continues for some distance beyond the Grand Trunk Road, whilst the other ends before the road is reached. Both ranges are principally formed by the ossiferous tertiary strata, which are raised in the middle of each range and fall to either side, being accompanied by parallels of brightly-colored tertiary marls. The hills of the Bukrala Range appear, however, to rise to greater heights, and this range is further distinguished by the occurrence of lower strata than the ossiferous tertiaries.

Topographical description of the Bukrala Range.

Its geology.

There is a high peak amongst the Bukrala Range called Mota Neka between Bukrala and Sohawa. It may be recognized by the mark of the trigonometrical survey which it bears on the top. From the top of this peak the situation of the range is clearly seen. We notice that the tertiary sandstone and marl strata which compose the range are raised in the centre and fall down to either

Mota Neka peak described.

GROUND PLAN AND SECTIONS OF THE SOOJI VILLA WITH GEOLOGICAL AND BAROMETRICAL OBSERVATIONS. MAY 1871

III.—Preliminary Report on the Salt-bearing Strata in the eastern part of the Salt Range, from the Mayo Salt Mines to the Jogi Tilla.

(*By* DR. H. WARTH, *in Engineering charge at the Mayo Salt Mines, Inland Customs Department.*)

Geological structure of the Salt Range.

The geological structure of the eastern part of the Salt Range is very regular and most simple. We may enumerate altogether eight different strata, which I wish to name by the letters of the Greek alphabet, beginning with α at the oldest strata. They are as follows:—

		Estimated thickness	
α	Red marl and gypsum, with rock salt	1,000	feet Engl.
β	Dark red sandstone, fine grained	400	,,
γ	Dark arenaceous shales, with green earth ...	200	,,
δ	Hard fawn-coloured sandstones, with conglomerates	400	,,
ε	Red and green white-spotted shales and sandstones, *viz.*, Flemming's variegated strata, with impressions of salt crystals	150	,,
ζ	Coal embedded in shales	50	,,
η	Nummulite limestone	200	,,
ϑ	Tertiary strata	1,000	,,

2. The strata which I enumerated in my report on the Mayo Salt Mines (Annual Administration Report for 1869-70, Appendix H), range under the following classification:—

Under α Brick-red gypsum, brown gypsum, white gypsum, salt marl, and pure salt.
β Red sandstone
γ Blue marls.
δ Green sandstone.
ε The variegated strata were classified with the former.
ζ Coal, alum, shale and marl.
η Nummulite limestone
ϑ There are no tertiary strata to enumerate at Kheurah.

Physical features of this portion of the Salt Range described;

3. Midway from the great Mount Sakesir, eastwards, the Salt Range forms more or less a plateau. This plateau may be said to end with a line from Baghanwalla *vid* Ara to the north-east end of Mount Diljabba. Beyond this line the Salt Range forms solitary narrow ridges. The number of these ridges is four:—

(1.) The Diljabba Range, which I have not visited yet, trends north-eastwards from Mount Chel.

(2.) The Baghanwalla Range, east to west from Jootana to Jelalpur.

(3.) The Chumbul Range, from Jelalpur northwards.

(4.) The Jogi Tilla Range, from Pind Sivika to the north-east.

and the geology of each locality minutely described.

4. The three latter ranges form one very nearly continuous line, which winds about in the most curious way, bending at Jelalpur and at Pind Sivika. The masses of the mountains and high ranges chiefly consist of the strata $\beta, \gamma, \delta, \varepsilon$, the two latter of these forming the top. The α, the object of my researches, merely crops out at the foot of the narrow ranges; whilst in the west, beginning at Jootana, it rises to greater heights and becomes more important. The ζ and η strata constantly appear towards the west, and go as far to the east as Baghanwalla. The ϑ tertiaries are not to be seen on the plateau between Kheurah and Ara, but they exist regularly on the narrow ranges. The latter are all formed by the upheaval of the strata in such a way that the heads of the strata all crop out on the acclivity, and the direction of the fall is towards the other side, where the tertiaries ϑ are situated, leaning as it were upon the older strata. At the foot of the acclivity the α crop out in form of gypsum more or less, and the acclivity is formed by β, γ, δ. The hard δ rocks usually form the crown of the hill, and over them

Jootana.

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are lying, on the back of the hill, the ε. After the ε we have the ζ and η still further behind, if those two latter are not, as in some places, wanting altogether. They are present at Baghanwalla and at Jogi Tilla. The last of all are the ϑ tertiaries, which form repeated lines parallel to the ridge, falling away from it.

Baghanwalla.

5. The Baghanwalla Range has its acclivity on the south, and the tertiaries stretch parallel on the north. They trend northwards along the north-eastern slope of the Ara plateau.

Chumbul.

The Chumbul Range has its acclivity towards the west, and the tertiaries stretch in beautiful parallel lines along the east side.

Jogi Tilla.

The Jogi Tilla Range, between Jogi Tilla and Pind Sivika, has its acclivity on the south-east, and the tertiaries behind, on the north-west side of the mountain. Further to the north-east, towards Rhotas, the tertiaries form a ridge by themselves and slope to either side. The Diljabba, which I have not visited myself yet, seems to be symmetrical with Jogi Tilla. It seems, according to the map, to have the acclivity on the north-west side, and parallels of tertiaries on the south-east side. The Karangle and Chel rise out of the plateau, and have their acclivities towards the north-west. There are, however, no tertiaries on their south-east side. The η limestones of the plateau are in their place. The strata of the plateau have a slight slope to the north, their surface being mostly formed by the η limestone. At the south escarpment they are often more raised up, and all over the plateau they run into very wide undulations. The escarpments on the south represent the strata from α to ε inclusive. Sometimes the η limestones lie above them, as at Jootana; sometimes the ridges of the η limestone form a second line behind the ϑ sandstone crown, as at Pid and Dundhote. The coal ζ we know to be at Kheurah, Pid and Dundhote, while amongst the narrow ranges it occurs at Baghanwalla, and, as a mere trace, at Jogi Tilla.

Diljabba.

Physical aspect of the Jootana, Kussak and Kheurah beats.

6. The Jootana, Kussak and Kheurah beats form the western continuation of the Baghanwalla Range. Here the α is much more developed, rising to considerable heights on the acclivity, and forming small hills of their own in front of it. The main ridge is cut by various gorges, and some branches of the ridge are detached, and stretch forward to the south like promontories. Between such promontories the Jootana salt-beat and the Kussak salt-beat form a kind of bay. Lower hills of the upper strata as far as ϑ are placed in front of the range. At Kheurah these smaller sandstone-covered hills form a second outer ring round the hills of gypsum and red marl, also including the Mayo Salt Mines hill. These lower hills seem at many places to have settled down, in consequence of the outwashing of the underlying salt strata, *en masse*, by the sea. They occur also at other parts of the range, on the south-east side of Jogi Tilla, and on the west of Chumbul Range. An interesting case is to be noticed at Mount Bara Chumbul (not Chumbul Range), between Kussak and Jootana. The lower hills of sandstone surround the Bara Chumbul, so that the top of the latter rises up from between them as from a ring-formed crater. From a distance it looks just as if the β, γ, δ strata existed in double formation above each other, but in reality there is merely a fault. Many an outcropping of a strata is covered over by the low sandstone hills which lie in front of the acclivity.

Salt is found no further east than Jootana.

7. It is generally said that the salt which is so abundant in the centre part of the range goes as far as Jootana, and that there is an end of it from there towards the east. It is true I have

not met with one piece of rock salt all over the east of the range; but I also met nowhere with anything which would prove the non-existence of this mineral below the visible strata. On the contrary, we find gypsum nearly everywhere cropping out on the base of the acclivity below the red β sandstone. Where there is no gypsum visible, the β strata lie so deep that nothing below them is visible. As regards strata below the salt older than the latter, there are nowhere any such visible. Flemming speaks of Jootana, where underlying strata were occurring. I saw a place there, which doubtless he was referring to (1853, p. 240), but I am convinced that it is merely the common red β sandstone covered over by gypsum which has fallen down from the hill side. Whilst we have nowhere got proofs of the absence of rock salt, we have strong evidence of its presence at the south-west end of the Jogi Tilla Range in the considerable brine springs of Pind Sivika.

8. If we place ourselves a few miles south of the village Chanawal, and look to the north, we can see nearly the entire Jootana salt-beat. It will lead us to notice that the whole western side of the beat has enormous masses of brick-red marl, whilst on the eastern side these disappear entirely. There is no fault or irregularity, but the strata go successively lower down from west to east. We have, west of Chokis Nos. 3 and 4, the brick-red marl still at a considerable height on the escarpment of the range. But a little to the east, in the two gorges between Chokis Nos. 2 and 3, there are only small quantities of marl or gypsum with salt incrustations, and the red sandstone goes down to the bottom of the gorges. It is, however, merely a successive sinking of the strata, and neither a fault nor the non-existence of the α strata which causes them not to be visible afterwards. They still appear at a point much further to the east, in the gorge of Choki No. 1. There is not only gypsum and brick-red marl there, but even real rocksalt. It is a bank of bad salt, with large pure crystals of salt embedded in it. This No. 1 gorge is situated east of the beautiful fresh-water springs of Jootana, upon which the whole agriculture of the latter place is dependent. A little higher up is the Choki No. 1 gorge; there is also a small fresh-water spring, which is only transformed into brine after passing the above-mentioned salt outcropping. This shows again that fresh-water springs are not proofs of the absence of salt beneath them. I was told that near No. 1 Choki there had been an old mine, which is quite probable. This would be the most eastern mine of the Salt Range up to the present time.

9. Further east I had an opportunity to examine the range at Baghanwalla, where I went to see the coal-field. The Baghanwalla coal-field lies amongst the strata which lean against the range behind on the north side. All the $\varepsilon, \xi, \mu, \nu$ fall with the included coal-fields to the north.

The Baghanwalla coal-field was visited.

The Baghanwalla coal-field tails off at both sides, and disappears entirely further east. It is very favorably situated for exploration, rising above a deep gorge; but the transport of the coal would be very difficult. The gorge at Baghanwalla, through which the road to the coal-field leads, yields the spring which feeds the Baghanwalla fields. This spring comes from beneath the δ sandstones, about one mile up the gorge.

The coal-field is favorably situated for exploration, but transport would be found difficult.

10. Going still further east from Baghanwalla, the range becomes gradually lower, and the strata can no longer be expected to crop out. Some miles before reaching Jelalpur, how-

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ever, the range rises again, and gypsum appears at the foot of the hill. The β red sandstones above the gypsum contain fibrous gypsum in numerous veins. The gypsum contains the same beds of limestone with quartz as at Kheurah. No strata are seen cropping out below the gypsum. The extremity of the Baghanwalla Range is formed by Mount Mangal, north-west of Jelalpur. The road which passes between this Mount Mangal and the south-east end of the Chumbul Range, crosses over a vertical stratum of gypsum, and this same gypsum extends to the north along the western base of the Chumbul Range. On the summit of the highest part of the Chumbul Range is the trigonometric survey mark. At this place the gypsum of the west side rises very high. The limestone included by the gypsum forms extraordinarily thick banks of hard white rock. The gypsum rises less and less the further we go northwards, and disappears at last. The range itself gradually sinks until it falls to the level of the great Boonhar river bed, beyond which it rises again, and, turning north-eastwards, forms the Jogi Tilla Range.

The Pind Sivika brine-springs.

11. Here it is that we meet with the Pind Sivika brine-springs. These brine-springs issue at a place one mile north-east of the village Pind Sivika, on the road to Nara, and on the left side of the Boonhar river. Several small streams of brine issue from the slope which forms the left bank of the Boonhar sands. Going from south-west to north-east, we first meet with a little gorge in which some salt water flows between gravel beds. Then comes another gorge with rather more water than the former contains. After that we meet with red β sandstone. Salt water drops down over this sandstone from a height of about 40 feet. Further to the north-east we find a drift made in the sandstone. This drift is 5 feet by 6 feet, and 50 feet long. The sandstone has not a very compact appearance, but is broken into fragments. The drift slopes down a little inwards to the north-west. It is said to have been intended for a mine. Going still further north-east, we find brine issuing in several small streams from the red sandstone, and gathering in a small nullah which leads immediately into the river. The brine which drops over the β sandstone is pretty strong, and may be about half saturated. The brine in the first-named two gorges may be of six per cent. or less. It is remarkable how quickly and thoroughly the brine disappears in the river sand; and although the sand was quite dry, there was not a trace of salt efflorescence. Very little salt incrustation was formed along the brine stream when I visited the place on the 31st of January, but there must be much more incrustation during the hot season. I estimated the whole quantity of brine at one cubic foot per minute, and this gives, at only 6 per cent. of salt, the quantity of three maunds of salt running away every hour. I took a sample of the brine, which might be analysed.

Jogi Tilla.

12. The range gradually rises from the south-western end to the summit of Jogi Tilla. As it seemed to me from a distance, some gypsum crops out on the base of the range west-north-west from Dhok Kanial. Flemming, in his Report of 1853, page 251, mentions the existence of salt marl on the south-east side of Mount Tilla. I do not know if he is alluding to the same place, or if he saw this salt marl elsewhere. As far east as I could see, there was no more outcropping, but I did not go to the north-east end of the mountain. I was told that on the furthest north-west slope of the Jogi Tilla mountain, there were brine springs similar to those at Pind Sivika, but less significant. I cannot guarantee for the truth of this. I have asked Mr. Wynn about it.

Brine-springs are alleged to exist on the north-west slope of this hill.

PART OF THE SALT RANGE, FROM THE MAYO SALT MINES, ETC.

13. Part of the southern acclivity of the mountain is covered by great slips which hide the lower strata. Inside of the mountain the α strata must arise to a considerable height, because they have a great fall to the north-west, on the north-west slope of the hill. On the outside, near the village Bhet, we see the ε, ξ, μ, γ, falling at an angle of at least 45 degrees, and the lower older strata in the interior of the hill have doubtless a parallel position. The salt must, therefore, (if at all present), be high enough to mine it above the level of the foot of the mountain. If no other suitable acess to the salt should be found, one might get at it from the north-west side by a horizontal drift, which would pass successively through all the strata from γ to α. So far as I could see, there is quite as much chance of successful Salt-mining at the Jogi Tilla as at any other place east of Jootana. If salt is wanted as near to Jhelum as possible, I think the Jogi Tilla will be the proper place to try. If not for mining, the Jogi Tilla might be suitable for the production of salt brine, which could be led to the nearest railway station and evaporated there on the spot.

Jogi Tilla recommended as a promising salt-field.

14. Of the above-mentioned salt-beats we have to say a few words more. We omit the Kheurah beat as previously described.

Between the two salt-beats of Jootana and Kussak is a kind of promontory formed by Mount Bara Chumbul and the Dholia Pik behind it. The salt formation of the two beats is uninterrupted. The brick-red gypsum marl of α stretches, in one uninterrupted line, from the Jootana side over the water-shed between Mount Bara Chumbul and the Dholia Pik to the Kussak side. The brick-red marl attains at this place a very great height, something like 1,500 feet above the plains. A good salt-field for mining would probably be found at this place, but deep shafts and long tunnels might be required. On the western side of the hill a remarkable smuggling venture once took place. Near the present site of Choki No. 9, Kussak beat, the inhabitants of the village Dakma opened a secret mine, and effected a large sale of salt before they were found out. The greatest area of the salt-bearing strata of the Jootana beat, lies at the foot and on the slope of the mountains west and north-west of Chanawal. There are hills of gypsum and of debris of the salt strata as well as small hills of brick-red marl. There is no doubt much salt at many places very near to the surface, and it is also seen cropping out. There are numerous traces of old mines, but none are accessible. North-west from Choki No. 4, on the slope of the range, the brick-red marl goes up very high, and contains a salt stratum at a height estimated to be not less than 600 feet above the foot of the hill.

The Jootana and Kussak salt-beats more minutely described.

Curious theft of salt once occurred in the Kussak beat.

15. The Kussak beat is divided again into two parts by a kind of promontory—(1) the Kussak Fort hill, and in front of that (2) the Chota Chumbul hill. In both parts there are salt-bearing areas, but the western is the more important. It encloses the great Koorah gorge, which runs north-west to south-east. For some distance below the village of Koorah it runs due south. There is on the right side a slope, which ultimately leads to the high hills above to the west. Many old mines are marked by large holes or by old drifts. The hillside at this place faces north to south like the gorge. Half a mile below the village of Koorah is one mine which I was able to enter, whilst the others are all inaccessible. This mine had been closed since the year 1850, before blasting with gunpowder had been introduced. The whole mine is therefore excavated by hand with pickaxes. A sketch of the mine is added to this report. It was lighted up by the Deputy

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Collector of Kheurah on the 27th December 1870, and I found on this occasion that a thorough illumination is most essential for recognising the position of the strata. There is an enormous salt seam dipping nearly vertical like Buggy Mine at Kheurah to west-north-west. The thickness of the seam in which the various chambers of the mine are excavated is at least 150 feet, and few marl-seams are deposited between. The strike of the seam is south-south-west to north-north-east. It starts at the northern end of the abovementioned hill side, which stretches north to south. The salt-seam, according to its strike, runs therefore inward towards the interior of the hill, and we thus must expect the seam to extend undisturbed to a good distance, *viz.*, 1,000 or 2,000 feet. The salt-seam extends also at least 150 feet above the level of the gorge. The salt is very good. There are old brinepools in the mine, partly dried up with beautiful 2 or 3-inch salt cubes. The length of the mine is 300 feet, and the greatest breadth 200 feet. Salt is also visible south of this mine on the side of the hill, and there are several old drifts with brinepools as far as Chauchriala gorge. The above-described mine is very near Choki No. 15, a little south of it. Between the mine and the Choki there are large openings of old mines.

H. WARTH.

Mallot, the 11th March 1871.

IV.—Report on the Salt Mines of the Punjab Salt Range, west of Pind Dadun Khan.

(By DR. H. WARTH, *Inland Customs Department.)*

The present, in conjunction with former reports, furnishes a complete survey of the Salt Range.

The part of the Salt Range which lies west of Pind Dadun Khan, comprises by far the greater number of the beats and mines of the Salt Range. We have only to add to this report the description of the Mayo Salt Mines (Administration Report, Inland Customs Department, 1869-70, Appendix K), and the description of the Kussak and Jootana beats contained in my report on the eastern part of the Salt Range, March 1871, and we obtain a complete description of the whole Salt Range so far as rocksalt is concerned. There are eight beats west of Pind Dadun Khan.

2. If we count all the beats of the Salt Range from west to east, they number as follows:—

1. Kalibagh.	5. Nurpur.	9. Mayo.
2. Numul.	6. Surdi.	10. Kussak.
3. Wurcha.	7. Mallot.	11. Jootana.
4. Kutta.	8. Mukrach.	

3. This report comprises the beats Nos. 1 to 8 inclusively as follows:—

Description of the salt-quarries of Kalibagh.

4. The salt-quarries of Kalibagh were famous long before the annexation of this country by the British. They were visited by travellers who told of the wonders of the town with houses built of salt and roads cut out of the solid salt rock. Although there are many places of the Salt Range where salt crops out on the surface in large quantities, Kalibagh stands alone as regards its salt-quarries. At no other place could salt be quarried in such large quantities in the open air as here in the salt-quarries of Kalibagh. As the sketch map (p. 15) shows, the quarries are situated at some distance from the town, higher up the River Indus on the right bank. Between the quarries and the town is a high hill, and the quarries are on the left side of a great gorge. This gorge, which is called Drung, flows into the Indus

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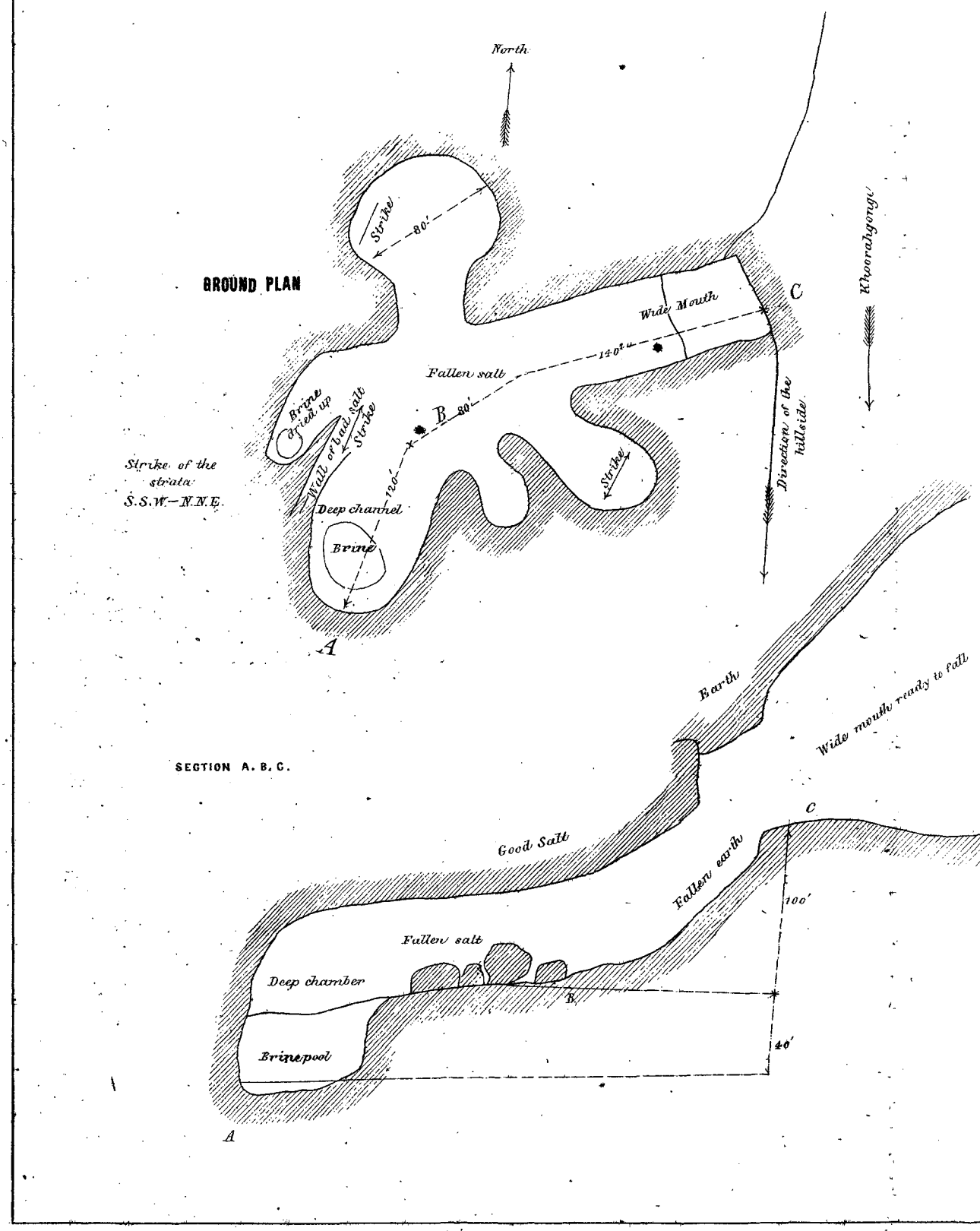
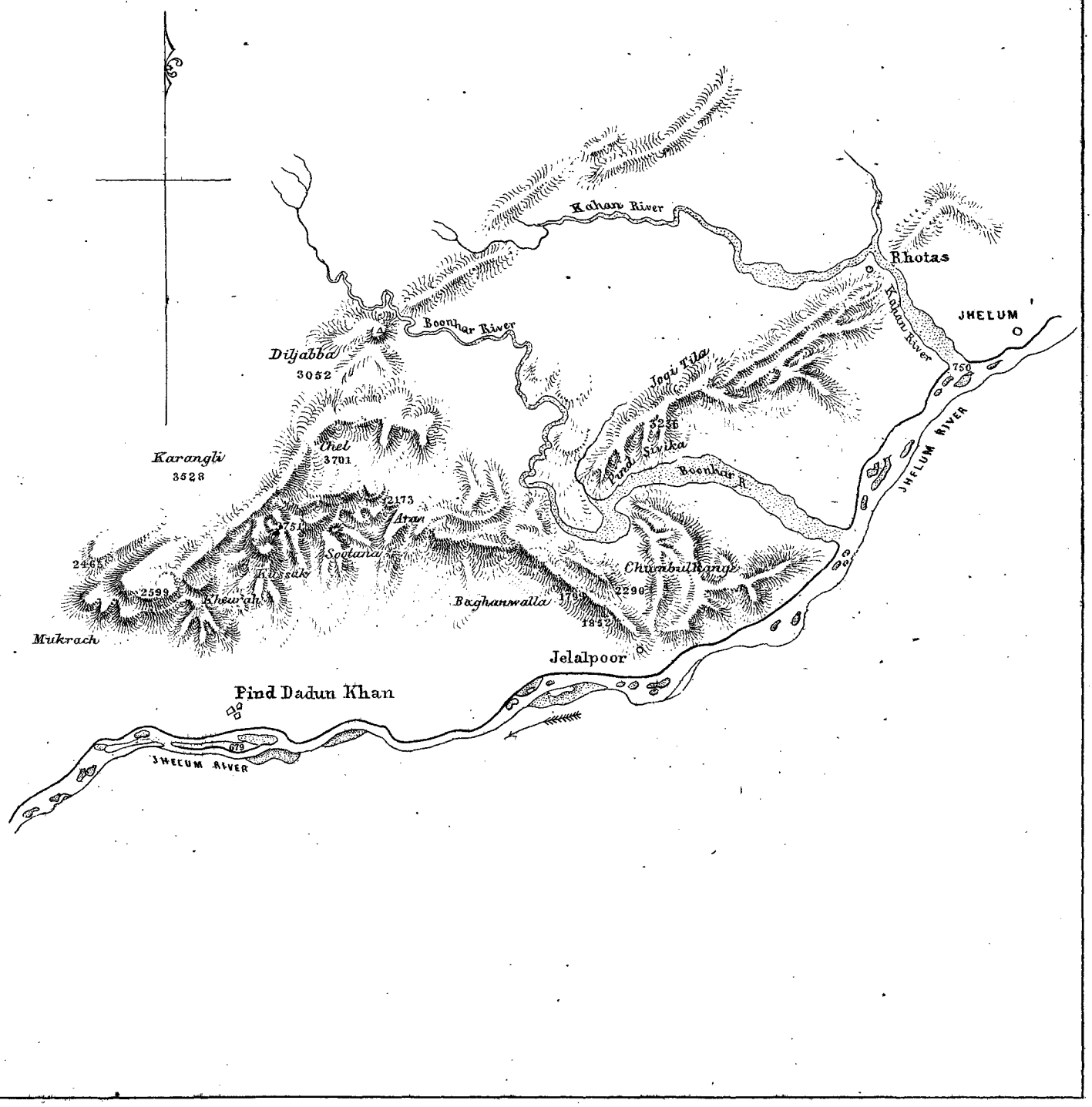
SKETCH OF AN OLD MINE ON THE LEFT SIDE OF THE KHOORAHGONGE NEAR KUSSAK SALT RANGE, 27TH DECEMBER 1870.



LITHOGRAPHED FROM AN ORIGINAL SUPPLIED BY THE PERSONAL ASSISTANT TO THE COMMISSIONER OF INLAND CUSTOMS, at the Surveyor General's Office, Calcutta, December 1871.

APPENDIX D PART III

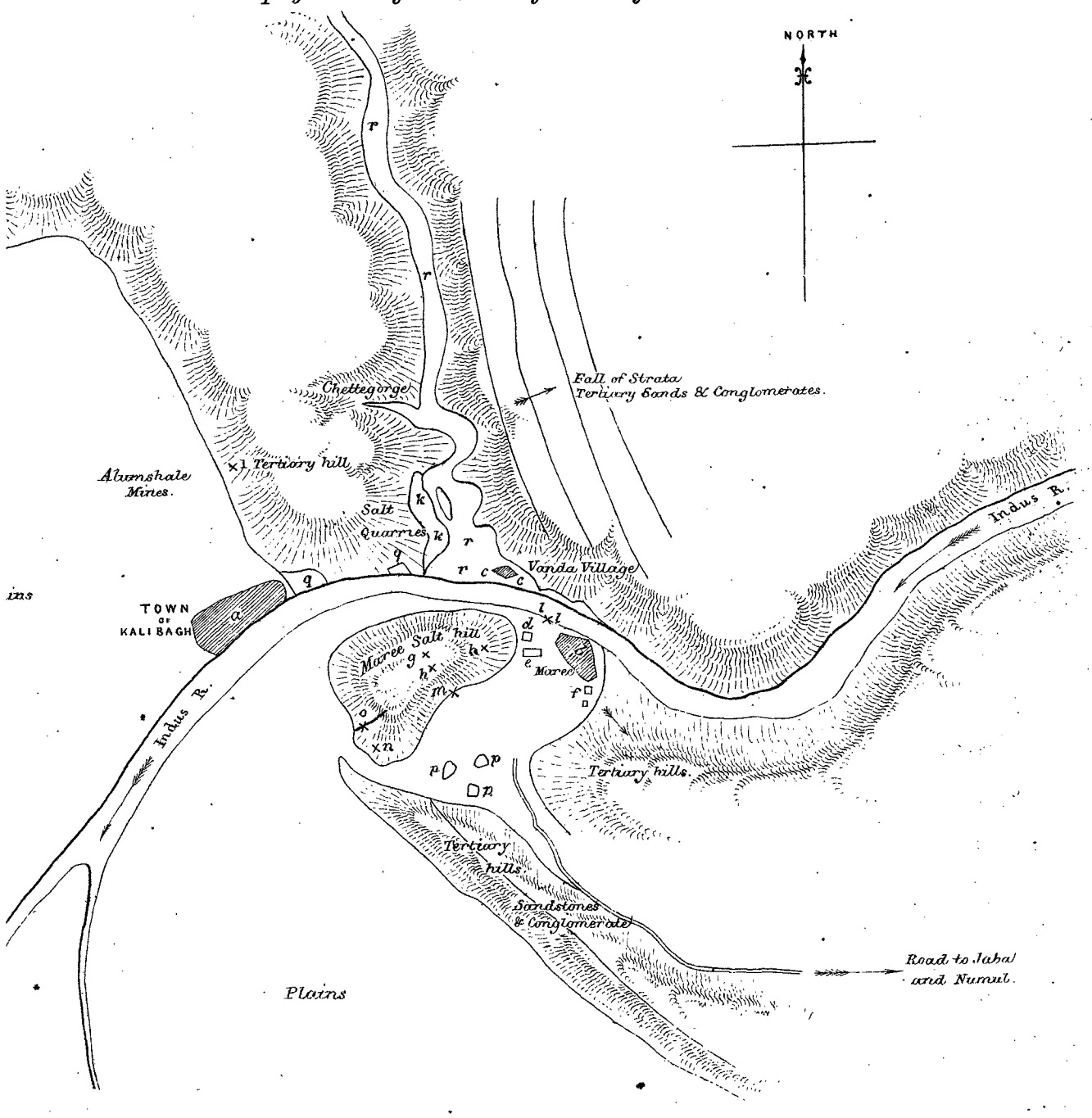
SKETCH MAP OF THE EASTERN PART OF THE SALT RANGE.



LITHOGRAPHED FROM AN ORIGINAL SUPPLIED BY THE PERSONAL ASSISTANT TO THE COMMISSIONER OF INLAND CUSTOMS,
at the Surveyor General's Office, Calcutta, December 1871.

on the right bank. On the left side of the Drung gorge, and on the river bank lies the village Vanda, and the salt depôt of Kalibagh. Still higher up, the right bank of the Indus is occupied by hill-ranges, which also extend northwards along the left side of Drung gorge. On the left bank of the river starting from above, we have first a continuation of the hill-range of the right bank. Further downwards, we come to a plain space which is occupied by the town of Maree, the Patrol's bungalow, Serai, &c. Still

Sketch Map of the neighbourhood of Kalibagh.



a. Town of Kalibagh
b. Town of Maree.
c. Village of Vanda and Salt Depôt, Trans-Indus.
d. Patrol's Bungalow.
e. Serai of the Salt Trade.
f. Serai and Dâk Bungalow.
g. Trigo.-Survey mark.
hh. Old Temple ruins.
i. Alumshale Mines, new ones.
kk. Salt Quarries, Trans-Indus.
l. Landing-place and weighing-place for the Salt, Cis-Indus.
m. Short Water-channel through Salt.
n. Open Salt-workings.
o. Long Water-channel subterranean through Salt.
p. Remains of Tertiary Hills.
q. Salt cropping out, not quarried.
r. Great Drung gorge, which flows from north to south into the Indus.

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further downwards comes the Maree salt-hill, and below that the Indus Valley spreads out into a large plain.

Geological structure of this part of the Salt Range.

5. All the mountains and hill-ranges which we see from Maree, are tertiary ossiferous sandstone strata and conglomerates. These tertiary strata quite correspond with those of the eastern Salt Range. The tertiary sandstones and conglomerates are associated with the salt formation. The tertiary strata form the hill east of Kalibagh. Below them, at the foot of the hill, the salt strata crop out. On the west side, salt is found in the immediate neighbourhood of the town, on the east side are the quarries, and between both some salt crops out at another place on the river. It is a wonder how the salt strata escaped entire destruction when the tertiaries were deposited upon them. The Maree salt-hill rises up as an irregular mass of salt and gypsum surrounded by tertiary hills; also a few miles south-east of Maree, on the road to Jaba and Numul, two gypsum hills rise suddenly from between tertiary sandstone ridges, so that the tertiaries seem to be the only strata which accompany the salt and gypsum formation. There are, however, also strata of other formations. North of Kalibagh, only two miles distant, north-west from the salt-quarries, are limestones, belemnite shales, alumshales, and Nummulite limestones. I examined them in a gorge called Chitti, flowing into the right side of the Drung Gorge. West from Chitti gorge are the alumshale mines, from which the alum factories in Kalibagh draw their raw material. There is also an old abandoned alumshale mine in Chitti gorge. Nine miles up the Drung gorge there is again an outcropping of salt. This is, however, as I am told, the only known outcropping besides Kalibagh and Maree.

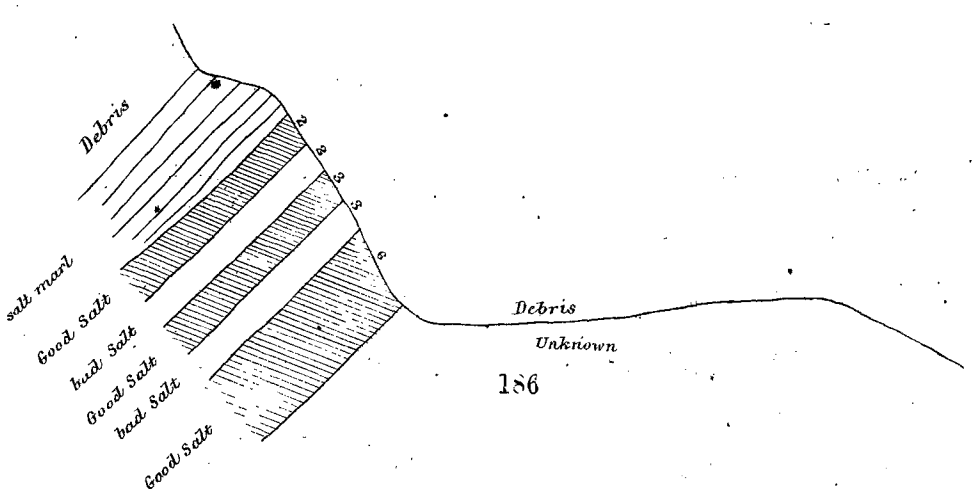
The alumshale mines and alum factories of Kalibagh.

Peculiarities regarding the occurrence of salt in these quarries.

6. As above stated the salt-quarries are situated on the right side of the Great Drung Gorge. The salt occurs in workable seams in the midst of a great mass of marl and smaller unworkable salt-seams. Twenty feet is the greatest known thickness of any workable salt-seam, and there are many of 10 feet, 6 feet, or 4 feet only. The salt formation strikes south to north, and falls with about 70° inclination to the west, that is, towards the interior of the hill. The tertiary sands of the latter lie above the salt, and the salt rises about 200 feet above the level of the gorge. The quarries begin not very far from the river, and the rocksalt extends two miles up the gorge. The men do not like to go quite so far up with the quarries, because the distance from the Vanda depôt becomes too great for the transport of the salt. To give an idea of the salt quarries, the best way may be for me to give sketches and descriptions of all the working places which I was shown during my visit. Going from south to north, that is from the river upwards, we meet the following 14 working places :—

Sketches and descriptions of the working places at Kalibagh.

No. 1.—*Vertical Section.*

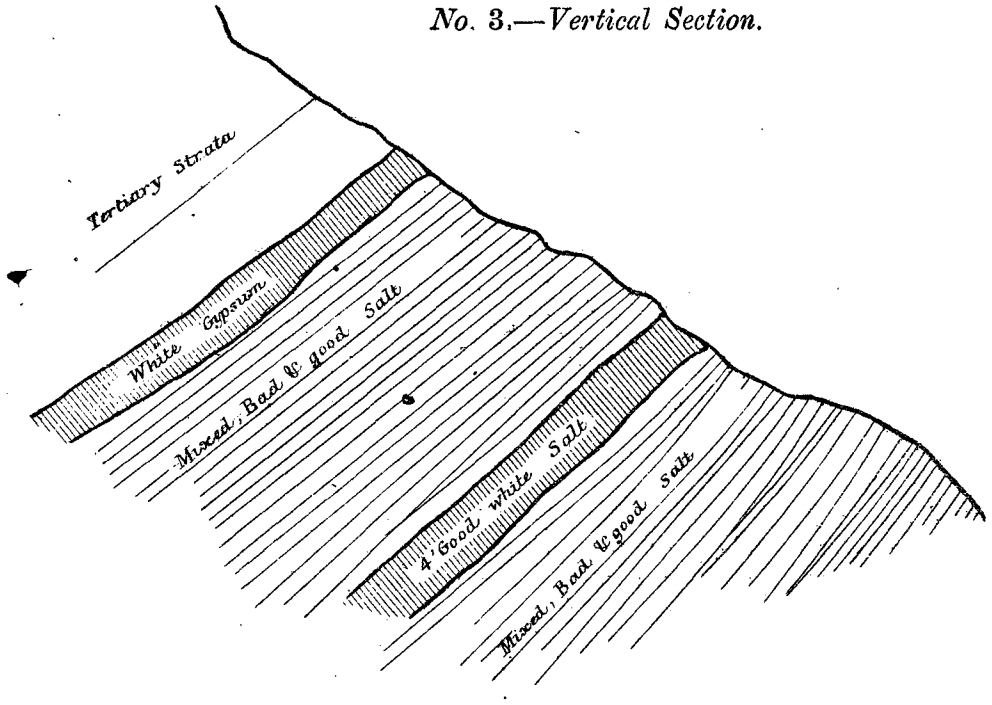


SALT RANGE WEST OF PIND DADUN KHAN.

First. *No.* 1.—View of a working place looking to the north. The strata fall with an angle of 70° to the west, and the salt is excavated from a 6-feet salt-seam.

Second. *No.* 2.—A kind of mine 60 feet long, 8 feet wide, 8 feet high. At the mouth of this tunnel earth forms the roof, and going inside in the direction south to north, we find earth forming the bottom of the tunnel, which is now abandoned.

No. 3.—*Vertical Section.*

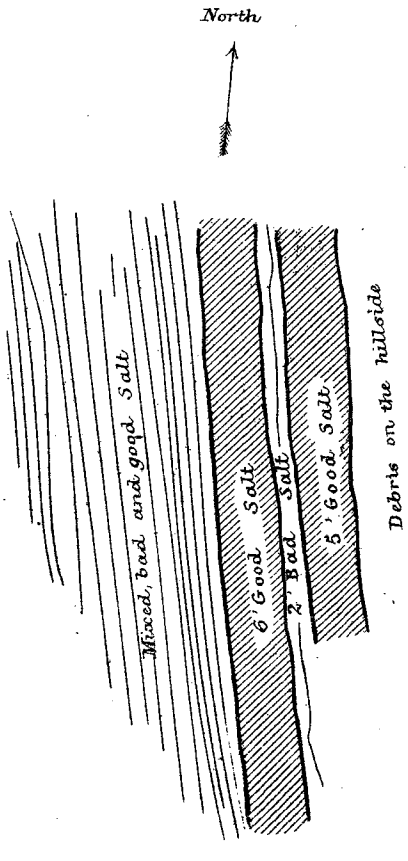


Third. *No.* 3.—Only one 4 feet seam is excavated at this place. It yields very pure white salt. The salt seam occurs in the midst of a mass of smaller seams mixed with marl seams. A bank of white gypsum forms the boundary between the salt and the overlying tertiaries.

North.

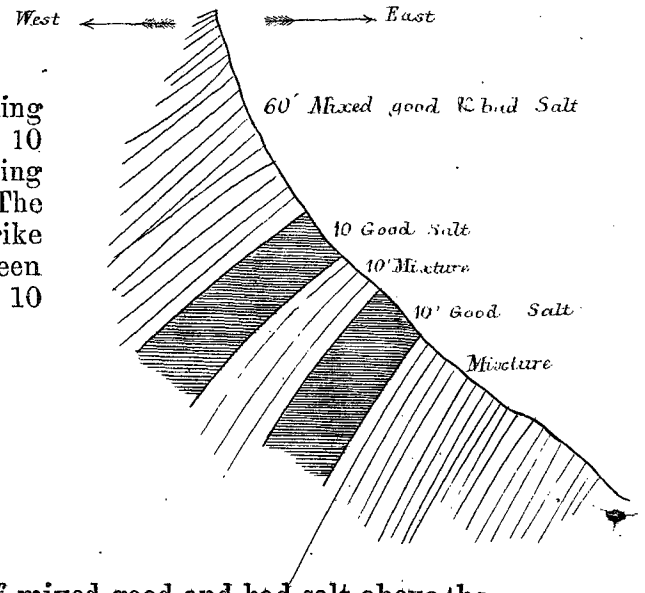
No. 4.—*Ground plan.*

Fourth. *No.* 4.—Is a very good place with two salt seams, 6 feet and 5 feet thick respectively. The latter is just being opened. The former is ready for excavation to 20 feet of its length. For a length of 30 feet towards the north it is used up.



APPENDIX D.
PART IV.
WESTERN SURVEY OF THE SALT RANGE.

No. 5.— *Vertical Section.*



Fifth. *No.* 5.—Is a nice working place. There are two seams of 10 feet thickness each, and yielding the purest crystalline salt. The seams fall to the west and strike from south to north. Between the two seams of good salt, 10 feet of bad salt occur.

There are about 60 feet of mixed good and bad salt above the upper seam, and about 30 feet of the same mixture below the lower seam, as far as the out-cropping is visible. Although this working place appears very favorable, it had to be stopped because the highly crystallised nature of the salt causes it to crumble in the traders' bags.

Sixth. *A peculiar kind of salt is quarried here.* *No.* 6.—West of Choki No. 20, and the isolated tertiary hill in the gorge on the hill side, there is a bed of very compact salt. This salt has a great similarity to alabaster. It is composed of infinitely fine grains and is very hard. It is of a red color and very much liked by the traders. It is peculiar to Kalibagh and Maree. Various objects can be turned out of it upon the lathe. The seam is 10 feet thick, cropping out over a length of 200 feet from south to north. It is nearly everywhere worked out to a depth of 20 feet and abandoned, with the exception of one place where it is now worked. At another place a second seam, like the former and parallel to it, makes its appearance. Both seams fall to the west at an angle of 70° with the horizontal.

Seventh. *No.* 7.—A seam of pure salt 10 feet thick. The place is closed, because the salt is so largely crystallised that it is brittle and not good for transport. This place is also near Choki No. 20.

Eighth. *No.* 8.—Farther north there is an old mine called Paulana. It is closed and cannot be entered. The mouth is high up on the hill side, and the mine was well situated as regards the level above the gorge.

Ninth. *No.* 9.—Another little place. A seam 5 feet thick affords a working place for one man. It strikes from south to north and is nearly vertical.

Tenth. *No.* 10.—Near the side of the gorge a 10 feet seam of compact alabaster like salt crops out. It affords working space for one man, and is 20 feet above the level of the gorge.

Eleventh. *No.* 11.—Another place nearer to the gorge than the former ones. There is a 10 feet salt seam striking north north-east to south south-west, and falling to the west north-west. It is worked down to the gorge level, and the excavation extends for a length of 50 feet from the outside into the interior of the hill. There is a small pillar left for the protection of the men from an overhanging part. Some of the salt is rather too white and crystallised.

SALT RANGE WEST OF PIND DADUN KHAN.

No. 12.—Another place farther away from the gorge towards the hill. There is a mine called Purawalla, worked in a vertical 20 feet seam of good compact salt. In the lowest part of this abandoned mine is a drift 40 feet long. The mouth of the drift has fallen in, but formerly the salt was carried out below through this drift. This fact sufficiently shows that, even in former years, real mining has been carried on also on this side of the Indus in the midst of the open quarries. *Twelfth.*

No. 13.—A kind of mine half underground, half above ground, 120 feet long and worked in a 20 feet salt seam, which strikes south to north and falls to the west, making an angle of about 70° with the horizontal. This is a very good place. The floor of the working is about 40 feet above the gorge level, and a considerable quantity of salt must, therefore, be available. *Thirteenth.*

No. 14.—Another place farther to the north similar to the one just mentioned. Much salt has been worked out to a length of 100 feet. One man was working on a kind of tripod. A subterranean passage leads out from the place into the gorge. *Fourteenth.*

7. We see from the above, that the salt is quarried from salt seams which have a thickness of from 4 to 10 and even 20 feet. There is only one man or a couple of men working at each place. Several places were given up on account of the crystalline texture of the salt. Several seams have been worked to such an extent on the surface that they will, in a short time, have to be abandoned; or if no suitable places are found instead, they will have to be worked deeper with a greater amount of labor than has been hitherto required. Some places are now already worked underground. The only difference which exists between the working of these places and that of a real mine is that artificial light is not wanted. As above stated, there is one mine now accessible in which the work could never have been done without lamps, and the salt was brought out through a drift. This is all that is necessary to show that real mining has been carried on formerly in the midst of the quarries. I mention all this because it refers greatly to the old question, whether it is better to *quarry* salt on the Kalibagh side of the river, or to work *mines* on the opposite side in the Maree salt hill.

Salt seams at Kalibagh vary in thickness from 4 to 20 feet.

In addition to the quarries, there is a mine at Kalibagh.

8. The Maree salt hill is situated on the left side of the River Indus below the town of Maree. It measures about two miles in circumference. It appears from the outside to consist of a mixture of salt, salt marl, and gypsum. The gypsum contains an abundance of quartz crystals. The hill rises about 500 feet above the river. On the highest point of the hill a trigonometrical survey mark exists. There are also two ruined temples on the hill, one on the slope, the other near the top. The surface of the hill is very irregular. There must have been a strong action of water upon it. The quantity of salt which actually crops out is little compared with the gypsum, which appears in great masses, and often in a disturbed state. The following places may be mentioned where salt is seen or has been excavated:—

Description of the Maree salt hill.

Going from the Patrol's bungalow at Maree in a south-western direction, we come to a large hole at the base of the Maree salt hill. This hole is 30 feet deep, and shows more or less good salt. One 7 feet seam is visible. It strikes east to west and falls 60° to the north.

Another place a little farther west is marked on the map with (*m*). It is a subterranean water-course, about 100 feet long, issuing from the interior of the hill. There is some good salt

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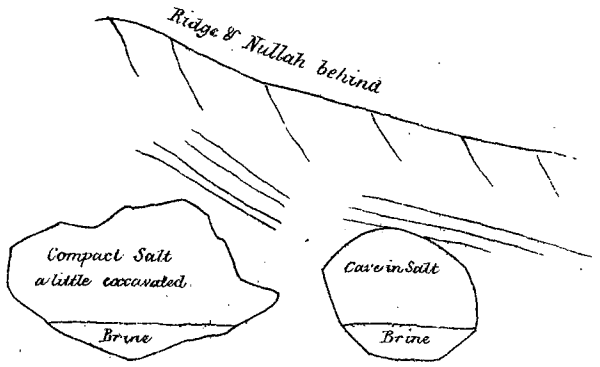
inside, 3 feet thick at one place, and 6 feet at another place. The salt may extend downwards. There is none over-head.

9. Further on, at a place marked (*n*), salt has been worked during the time of Mr. Salter. I give a sketch of this place.

Salter's Salt Quarries south-west side of Maree Salt Hill. View to north-west.



These outcroppings of good salt are north-east of the so-called Darodaudkheil Choki. Some salt has been excavated here, but water has come into the excavations. The salt seams fall to the north-east, and in such a way that the excavation can only be continued by going downwards below the level of the brine. There is a nullah behind the place, which stops the extension of the salt in a horizontal direction. Two seams, with 15 feet and 20 feet thickness, were the object of the excavation at this place.

A subterranean water-course at the foot of the hill reveals the existence of much valuable salt.

10. Going further on round the hill towards the river, we come to a place marked (*o.*) in the map. Here there is a large subterranean water-course, which may be about 600 feet long. From this water-course salt has been obtained experimentally by Mr. Matthews. The water-course shows at several places pretty large quantities of salt. There may be several 20 feet salt seams. The water-course goes from north-east to south-west, and ends in a nullah which continues for some distance in the same direction. The water-course is very interesting, and might hereafter serve for the construction of a drift. A drift started from the interior of this water-course would give most valuable information about the contents of the interior of the hill.

11. Mr. Oldham reports in his memorandum on the salt range, that he found (1864) the Kalibagh quarries closed, and excavations begun at one side of the Maree salt hill. Probably the experiments at Maree were made whilst the trade was slack, otherwise during a brisk trade it would have been impossible to close the quarries.

The great question to be decided here—Ought we to continue to work the Kalibagh quarries, or start a mine at Maree?

12. The great question remains still to be decided, *viz.*, ought the Kalibagh salt quarries to be continued as at present, and the salt to be brought across the river to Maree; or would it not be much better to open a mine in the Maree salt hill, and sell the salt at the mouth of this mine?

Advantages of the quarries.

At the Kalibagh quarries the excavation has all the advantages of being above ground. It requires scarcely any transport by men; it is brought away from the working place itself, or from

very near to it, by cattle. The distance over which this transport by cattle has to take place is, however, considerable. It averages more than a mile, which is more than twice the distance traversed at Kheurah by the same mode of transport. Further, the quarrying itself is not so easy as might be imagined. The very fact of the existence of old mines in the midst of the quarries speaks against the superiority of the latter; and at present there are also underground working places, where the excavation differs from that in a mine in nothing but non-employment of artificial light. At other places above ground, the men are already obliged to rest satisfied with salt seams of only 4 feet thickness. Those places where the seams are 10 feet and more thick must become difficult in time, as all the seams dip down into the interior of the hill. Taking all this into consideration, I come to the conclusion that the amount of work, tools, and powder, which is required for the production of 100 maunds of salt at the Kalibagh quarries, is at least equal to what it is now, for instance, at the Mayo mines.

Their drawbacks.

13. At the Kalibagh quarries the salt does not rise very high up the sides of the hill. Its quantity is not so great that the number of easy working places do not decrease from year to year, although the trade is a comparatively small one. If we imagine for a few years the Kheurah trade transplanted to Kalibagh, the quarries would soon present a different appearance. The large outturn of Kheurah would do in one year what the trade of Kalibagh does in ten, but even now the exhaustion of the surface quarries is making progress enough to be taken already into consideration.

The supply is easily exhaustible.

14. If we could establish a mine like the Mayo mine in the Maree salt hill, we should obtain the salt with the same amount of work as from the quarries, and save the transport across the stream. The transport of the salt from the interior of the mine to the weighing-house would not exceed the cost of the transport from the quarries to the Vanda depôt. We would save nearly the amount now incurred for the river transport, or Re. 1 at least per 100 maunds. The question is merely if we *can* have such a mine. Although there are only 20 feet salt seams known, thicker ones may still be met with inside of the Maree hill; and even if this is not the case, we have an example at Wurcha, where a very good mine is worked in a 20 feet salt seam. I calculate that a mine can be obtained in the Maree salt hill with workings, if not as good, as yet very little inferior to those of the Mayo mine.

Arguments in favor of the establishment of a mine at Maree.

15. At the present rate of the trade, the work must in time become so difficult in the quarries that the establishment of a regular mine will become an absolute necessity, and the mine would of course be on the Maree side. Before opening a mine in the Maree salt hill, several thousand rupees ought to be spent for drifts. We must ascertain and prepare a good salt field, which will yield salt for a certain number of years. It would of course be no good to try mining on a small scale. This has already been done. The expense of such preparatory works will fall much heavier on a mine with small trade like Kalibagh. The salt treasures in the Maree hill must also have their limits; and even if we sustain now a temporary loss by continuing the Kalibagh quarries, we preserve the Maree salt hill for the future.

In time it will be forced upon us.

Survey of the Maree salt field advocated.

Taking all into account, I would say that the discontinuation of the Kalibagh quarries promises to be profitable, but is not very urgently required. The success of a change depends upon the realisation of a good mine in the Maree salt hill. The first thing

At present the Kalibagh quarries should be worked.

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to be done now is, therefore, to survey the Maree salt hill, and to start at least one drift for information.

Presumably the wire tramway at Mayo will not influence the trade here.

16. As regards the trade of Kalibagh, I do not know if the wire tramway at the Mayo salt mines, and the opening of the North-Western Railway line, will have any influence upon it.

No improvement of the means of transport can be introduced.

Respecting the transport of salt from the Kalibagh quarries to the Vanda depôt, improvements cannot easily be introduced. The road from the quarries to the village and depôt at Vanda on the river, leads through the large gorge in which a common tramroad could never be safe. A wire tramway is not suitable, because there are too many loading places required, otherwise a wire tramway could at once bring the salt from the quarries to the left side of the river.

Superior quality of the Kalibagh salt noticed.

17. The quality of the salt at Kalibagh is, as already mentioned, first rate, and better than at the Mayo mines, if that is at all possible. The salt is nearly all red and homogeneous. Some of it is very compact and fine grained like alabaster. This kind, which can be turned upon the lathe, is most suited for transport. Some of the salt in the quarries is largely crystallised, and although extremely pure not much excavated, because the traders object to it.

Number of Quarriers employed.

Only a few men work at the different working places of the quarries. The total number of Quarriers may be about thirty.

Cost of the Salt at Kalibagh.

Cost of salt at Kalibagh.

	Rs.	As.	P.
Quarrying of 100 maunds at the Kalibagh quarries (35 maunds for 1 Re)	2	13	10
Transport from the quarries to the depôt at Vanda, right bank of the Indus...	1	4	0
Ferry charge for 100 maunds delivered at Maree	1	4	0
Total cost of 100 maunds	5	5	10
In decimals equal to	5·36	0	0
The experimental excavation in the Maree salt hill; cost for 100 maunds delivered at the weighing place where the salt was sold	3	12	0
In decimals	3·75	0	0

No. 2, Numul Beat.

Numul, its physical aspect

18. Numul is a large village on the north side of the salt range. The salt which has to be guarded is on the south side near Musakheil. Between Musakheil and Numul the salt range forms a narrow ridge of scarcely a few miles in breadth, whilst it is much broader on either side towards Kalibagh and especially towards Takesir. The south side of the range forms a large concave semicircle with Musakheil in the centre. A gorge winds right across the narrow part of the salt range, and sweet water flows through this gorge from Numul to Musakheil. No road leads through the gorge, but a few miles west of it the road from Musakheil to Rawulpindee crosses over the ridge. This road gives

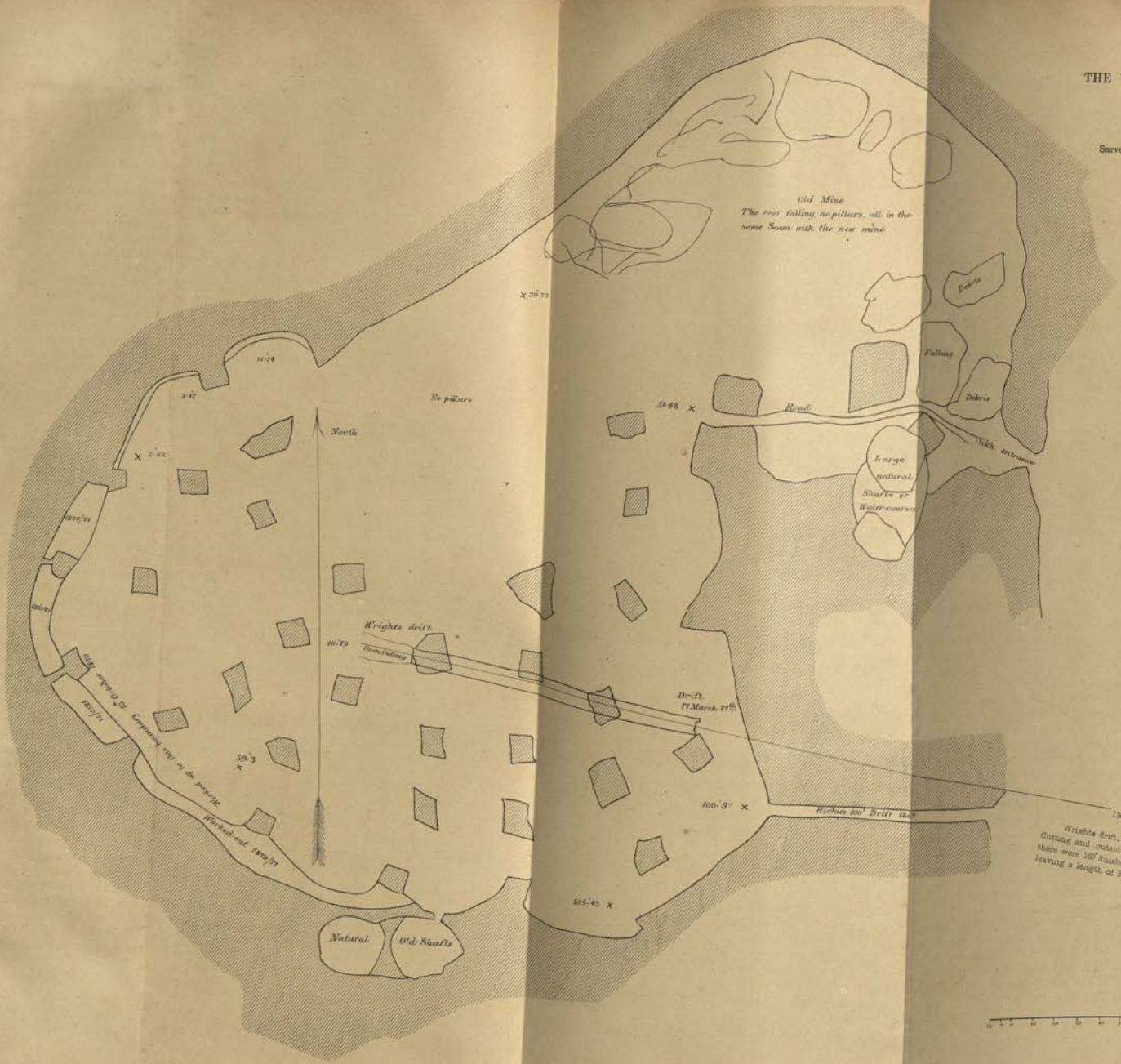
and geological structure.

a good opportunity to examine the strata. The north-east slope of the range is formed by nummulitic limestone, and the south-western acclivity by productus limestone, under which the salt formation crops out at the base of the range. Between the productus limestone and the nummulitic limestone are variously coloured sands with ironaceous strata and shales. The nummulite limestones on the north-east slope are either bare or followed by tertiary sandstones and conglomerates. The salt outcroppings at the south-western base of the hills are guarded by Chokis. To the north of the above-described semicircle is the Sherianwalla gorge, with salt and even some old mines, as I am informed. Another place which has to be guarded is called Lunawallavan. This is on the left side of the road from Moosakheil to Namul. Towards the south-east of the semicircle is another guarded place called Banniawalla.

THE WURCHA ROCK SALT MINE

GROUND PLAN

Surveyed 13th October 1870 by Theop[h]. Lobb Esq.
Assistant Engineer P. W. Dep.


Old Mine
The roof falling, no pillars, all in the same Seam with the new mine
Debris
Fallen
Debris
Road
Rock entrance
Large natural Shafts or Water-courses
No pillars
North
Wrights drift
Open Cutting
Drift 17 March 1871
Workings 1870/71
Workings 1871/72
Workings 1872/73
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SALT RANGE WEST OF PIND DADUN KHAN.

Wurcha.

Its geological formation.

19. At Wurcha the geological formation of the salt range retains still the character which is peculiar to the western end. The sandstones of the east are, for the greatest part, replaced by more or less dolomitic limestones which are called by the geologists the productus limestones. The green sandstone of the eastern part of the salt range contains some layers which are so much impregnated with carbonate of lime and magnesia, that they are real dolomites. These dolomites usually contain small crystals of galena. They are, as it were, the remains of the western productus limestones and dolomites. The dark shales ζ of the east have also disappeared in the west. The productus limestones are classified, therefore, under ζ and δ. The red sandstone β still exists in the west, but, at Wurcha, it is partly mixed up with ϑ, gypsum layers. At Wurcha I found in the productus limestone a fossil which greatly resembles the *ceratites nodosus* the *leitmuschel* of the South German Muschelkalk formation. If I am not mistaken, the salt formation of the salt range would therefore, be of the same geological period as the salt formation in South Germany. It would belong to the Trias, like also the French (Lorraine), and the English (Cheshire) salt.

The productus limestone composes all the neighbouring heights about Wurcha. The salt formation crops out in the gorge immediately below the productus limestone. There is some red β sandstone between. Above the mines there is no red β sandstone, and there is only some violet marl and a bank of white gypsum between the limestone and the rock salt. It may, however, be that here the productus limestone has slipped down the hillside and thus hidden some other intermediate strata. Further up the gorge, on the right side, red sandstone is found overlying brick-red gypsum and white gypsum, as represented in the annexed sketch view of the Wurcha Gorge and depôt. On the other annexed sketch, which represents a plan of the situation of the Wurcha Mine, we may notice on the left side of the gorge, directly opposite the mine three successive layers of brick-red gypsum and red sandstone. Above these is a layer of white gypsum, which is again superseded by a layer of limestone. There is a great difference between the right side and the left side of the gorge. We cannot help supposing that here, as at several other places of the salt range, salt is replaced by brick-red gypsum and *vice versâ*. Higher up rock salt appears also on the left side of the gorge. It is below or in the midst of brick-red gypsum.

Locale of the mine, &c., at Wurcha described.

20. The sketch plan of the situation of the Wurcha Mine, page 193, requires little comment. The mine is situated on the right side of the Wurcha Gorge. Below the mine are the ruins of the old abandoned miners' village. Further down the gorge, which flows exactly north to south, we meet successively the inhabited miners' village, the weighing-house, the Serai, and the Patrol's bungalow. Still further south, in the plain, is the Village Wurcha.

Description of the interior of the mine,

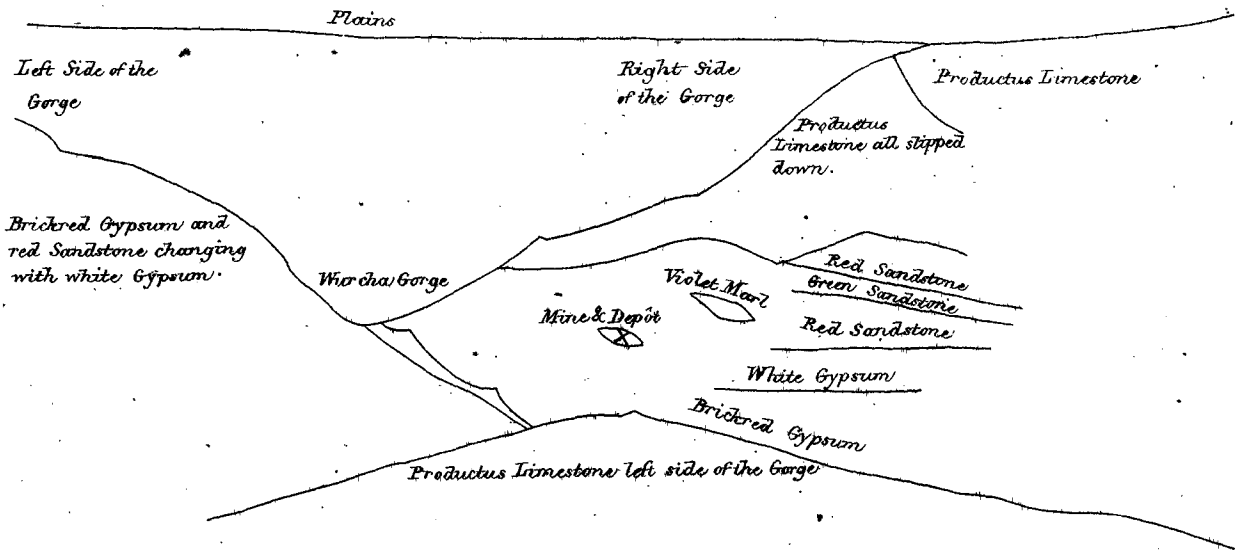
21. The Wurcha Mine is very similar to the Soojewal Mine at Mayo. A salt seam sloping with an inclination of 20 degrees to the north-west, but only 20 feet thick, is the object of excavation. The total seam is much thicker, but not all pure enough to be excavated. The mines in Cheshire are excavating the same thickness as the Wurcha Mine. There are old workings forming the north-east part of the mine. They have no supporting pillars, and consequently the roof is falling in. There is still salt left

APPENDIX D.
PART IV.
WESTERN SURVEY OF THE
SALT RANGE.

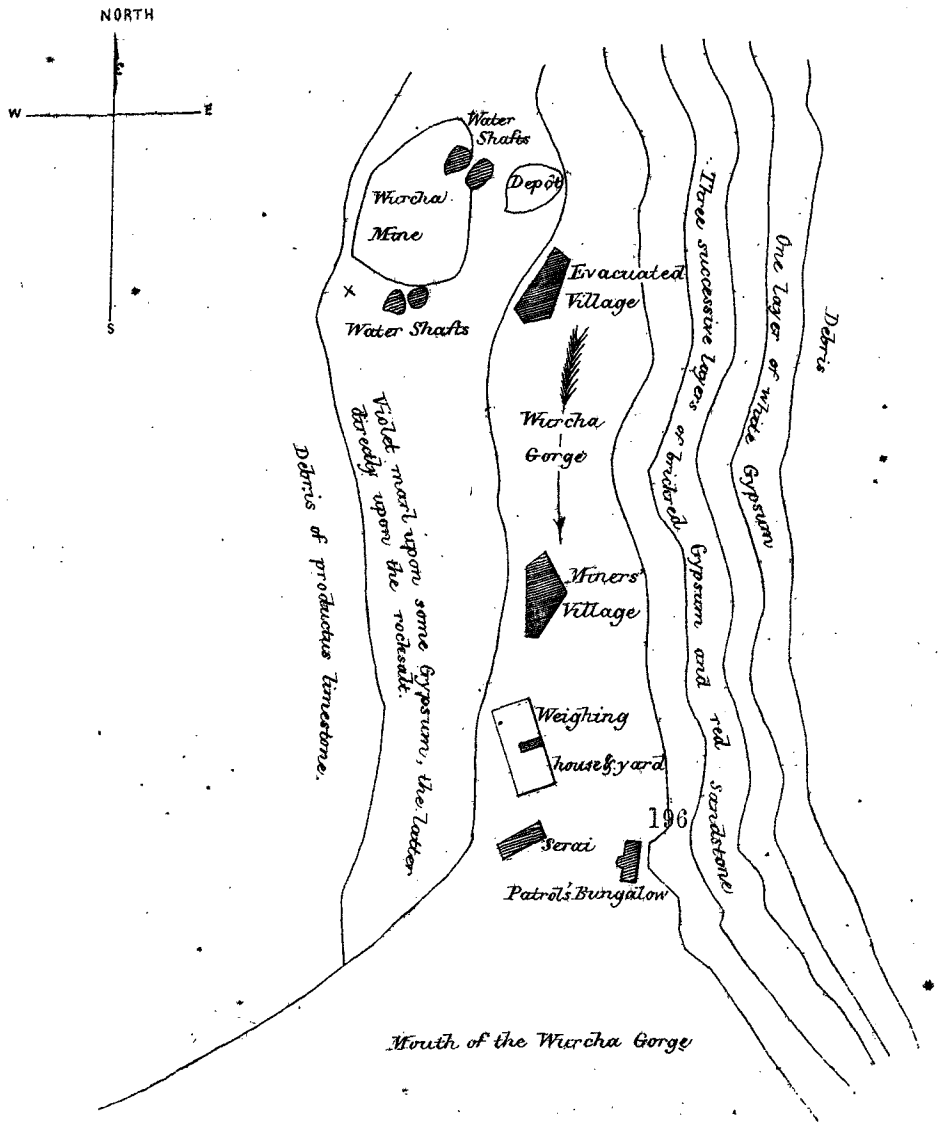
REPORT ON THE SALT MINES OF THE PUNJAB

WURCHA

VIEW OF THE WURCHA GORGE WITH THE DEPÔT OF THE MINE AS SEEN FROM A POINT N. E. OF THE MINE ON THE LEFT SIDE OF THE GORGE HIGH UP.



SKETCH PLAN OF THE SITUATION OF WURCHA MINE.



along the north-western boundary of these old exacavations, and it might be extracted, if required, by going deeper. The new part of the mine extends to the west. The working places form a concave line of 350 feet in length. Nice pillars are left 20 to 20, and 40 to 40 feet apart, with 12 feet diameter. These pillars are necessary for the support of the roof. As long as the seam does not slope more than at present, no alteration of their form and position is needed. The system of excavation is very simple, owing to the small thickness of the seam. A cutting (kuttee) is made below, along the bottom of the seam, and the salt which remains on the top is blasted away up to the roof. There is no "pur" work. As the workings are so low, it is not of much consequence to introduce another method of working. It will be better to leave the working system as it is now. At the Mayo Salt Mines, I have proposed to reverse the original system by starting a cutting of 7 feet in height on the top and working the remaining salt away from below as "pur." This is the English method as used in Cheshire, and also in French and German mines. It is remarkable to see the Indian method of working at Wurcha carried out in a seam of quite the same thickness as the seams which are explored in Cheshire, and it is most desirable to give an explanation of the reasons which cause the application of this system. I think the objection which the natives have against the English system is that, using the latter, each man has to do a great deal of cutting before he can blast down the remaining salt. The relative amount of cutting, in comparison with the total excavation, is always the same in either system; only in the English system we must always have a certain amount of cutting ready made beforehand, and cannot blast all the remaining salt away before a new cutting is made, whilst in the Indian system all the remaining salt is blasted away regularly as the cutting is advanced. In other words, the English system requires some amount of work to be done without immediate full recompense, and this is what the Native miners object to. To explain the subject further, let us supose that these Native miners were brought into a Cheshire mine and allowed to work as they pleased. They would find a certain amount of cutting ready made on the top of the salt seam, and the only good plan would be to increase the cutting, and to blast away from below the remaining salt regularly as the cutting would advance, so as to leave always the necessary road below the roof. Instead of doing so, the miners would, if left to themselves, first blast all the remaining easy salt away, just to get out at once as much as they could.

and mode of excavation employed.

Dr. Warth remarks upon the system in vogue here, and compares it with the English system.

In doing so, they would destroy the cutting entirely, and there would be no space below the roof to stand upon and to continue the cutting afterwards. They would be obliged to make a cutting on the floor to go on with, and the reversed system would at once be as thoroughly introduced as if it had always existed.

22. *Salt Carriage.*—Most of the salt is now carried out through the old Sikh Entrance. It is low and affords a gradual ascent from the deepest workings of the mine to the depôt outside. This old Sikh Entrance was, up to the year 1869, the only one to the mine. Mr. Hickie pointed out the danger which existed of all the miners being shut up alive in the mine in case of the collapse of this road. Consequently the drift was constructed, which is marked on the map as Hickie's 100-feet drift. One object of this was also ventilation, which, although the air is very pure in the lower parts of the mine, was required here on account of the high level of

Means of ingress and egress available at this mine.

that part of the mine into which Hickie's drift leads. As regards carriage of salt, Hickie's drift holds a secondary place, being used only by a few miners in its immediate vicinity. Its position at the topmost part of the mine, coupled with the greater distance from the present depôt, leads the miners to prefer their old dangerous route. Besides the old Sikh Entrance and Hickie's drift, other communications exist between the interior of the mines and the outside. There are two natural shafts or water-courses alongside of the old Sikh Entrance leading from the outside into the mines. The lower ends of these shafts are probably connected with a subterranean passage that has its outlet in the gorge north-east of the outside mouth of the old Sikh Entrance, at such a level that all the water entering through the shafts can flow out through it. Two other shafts like the above-mentioned ones are just being met with by the workings at the south end of the mine. Some working space will be lost there by the occurrence of these shafts. The amount of working space lost might be regained by extending the line of workings at the north-east end, but there is no want of space at all. There are only 30 miners who have more space than they require, *viz.*, 10 feet per man. The two latter shafts show much salt below and above the worked seam, but I could not distinctly ascertain the quality. All the shafts, combined with the two entrances, produce a very good ventilation of the mine, and the mine appears also to be kept very clean, contrary to what is elsewhere the case. By orders of the Collector at Shahpur a third drift has been started. This drift, which I may be allowed to call Wright's drift, starts in the midst of the new part of the Wurcha Mine, and goes to the outside of the hill with a gradient of 1 in 15. The total length, including open cutting, is 600 feet, and the outside mouth is 40 feet lower than the interior starting point. During my visit on the 17th March 1871, the working of the drift had advanced as follows :—

The ventilation and sanitation of this mine are good.

New drift started by order of the Collector of Shahpur.

Progress made towards completing it.

	Open cutting.	Drift.	Total.
Interior end ...	25′	135′	160′
Exterior end ...	40′	30′	70′
Both ends ...	65′	165′	230′
Remaining unfinished ...	...	...	370′
Total length of the drift ...	...	...	600′

At the outer end, the men were working in very hard salt marl of quite horizontal stratification. Inside, the stratification appeared at the end of the drift also horizontally, and that was in bad salt too. If, therefore, in the remaining 370 feet, no great alteration of the fall of the strata takes place, we must expect hard salt marl all the way through; but, so far as I could learn, the Collector expected to meet with fresh salt seams suitable for excavation. The men work the drift very cheaply. They only receive Rs. 1-12 per running foot in very bad salt marl, and the drift is being made 8 feet high and 6 feet wide. I am told that a depôt is intended to be made after the completion of the drift at its outside mouth. The level of the latter is 40 feet below the present depôt. It is only with difficulty that space for a depôt could be created at this place, on the slope of the hill. I also do not see much advantage which this plan would afford to the carriers. They would have to go a considerably longer distance, and more up and down, than before. An improvement might be effected by means of wheelbarrows, which could be used in Wright's drift. After the completion of

Dr. Warth deprecates the intention with which the new drift was started,

Wright's drift and in the event of new workable salt seams being found neither in Wright's drift nor in the roof of the present mine, I would recommend for future years the following plan of Mr. Hickie. A drift is to be started from the old ruined miners' village at an inclination of 2 to 100 towards the interior of the mountain, until it reaches the salt seam at a level of about 100 feet below the present deepest workings. Such a drift would enable us to work the mines fully 100 feet deeper and to bring the salt at a most convenient slope out of the mine. There would be enough salt seam opened out to last for at least 20 years. The length of the low-level drift would be 1,000 feet. Wheelbarrows or carts could be used for the carriage very conveniently, and this would more than make up for the increased distance. Further, the new drift would protect the mine from being filled with water, against which occurrence there is no protection at all now, as the mines are being worked downwards with the seam without a low level drift.

and recommends a drift in another direction.

23. The miners at Wurcha receive Rs. 3-12 for every 100 maunds of salt delivered outside of the mine, at the depôt. This is less than at the Mayo Salt Mines, but, notwithstanding this, the miners of the latter place earn less during the whole year, owing to their relatively greater number. At Wurcha, the merchants bring the salt down to the weighing-house after it has been filled into their bags at the mine. It is seldom that the miners bring the salt down for the merchants. The miners leave work from 1st July to 1st November, that is, for four months, and, during the working season of eight months, stoppages also occur in consequence of over-production. The miners work five days in the week. They omit Thursday and Sunday.

Payment of miners at Wurcha less than at Mayo.

Periods for which the miners work.

Sweet water is carried in wooden troughs, as at Kheurah, for three quarters of a mile, from a point above the mines, to the weighing-house.

Sweet water how supplied.

No. 4—Kuttah Beat.

24. The salt-beat of Kuttah lies between Nurpur and Wurcha. Kuttah is a village a few miles south from the base of the salt range. A brook of fresh water flows through the village. The water comes from the beautiful springs of Nursing Phoar. The great gorge which starts at Sodhi in the nummulite limestone plateau, passes through Nursing Phoar to the base of the range. The salt formation appears only at the lower end of the gorge, and it is so scanty that the sweet water of the gorge is not diluted. From Kuttah the brick-red gypsum is seen cropping out along the base of the hill. I have not heard anything about mines in this beat.

Kuttah.

Its physical features described.

No. 5—Nurpur Beat.

25. The Nurpur Salt Gorge, or Nilawan, is one of the greatest gorges of the salt range. It extends from near the village of Nurpur to the southern base of the salt range, and is about eight miles long. At the village of Nurpur, upon the nummulite limestone plateau, is the bungalow of the Assistant Patrol, under whose supervision the Nilawan is placed. A second bungalow or rest-house is built in the mouth of the gorge, at the foot of the salt range. This rest-house is three and a-half miles north-north-west from the village of Kandawal. The Nilawan or Nurpur Gorge has cut through all the strata of the salt range. It begins on the limestone plateau and goes down to the salt. The geological

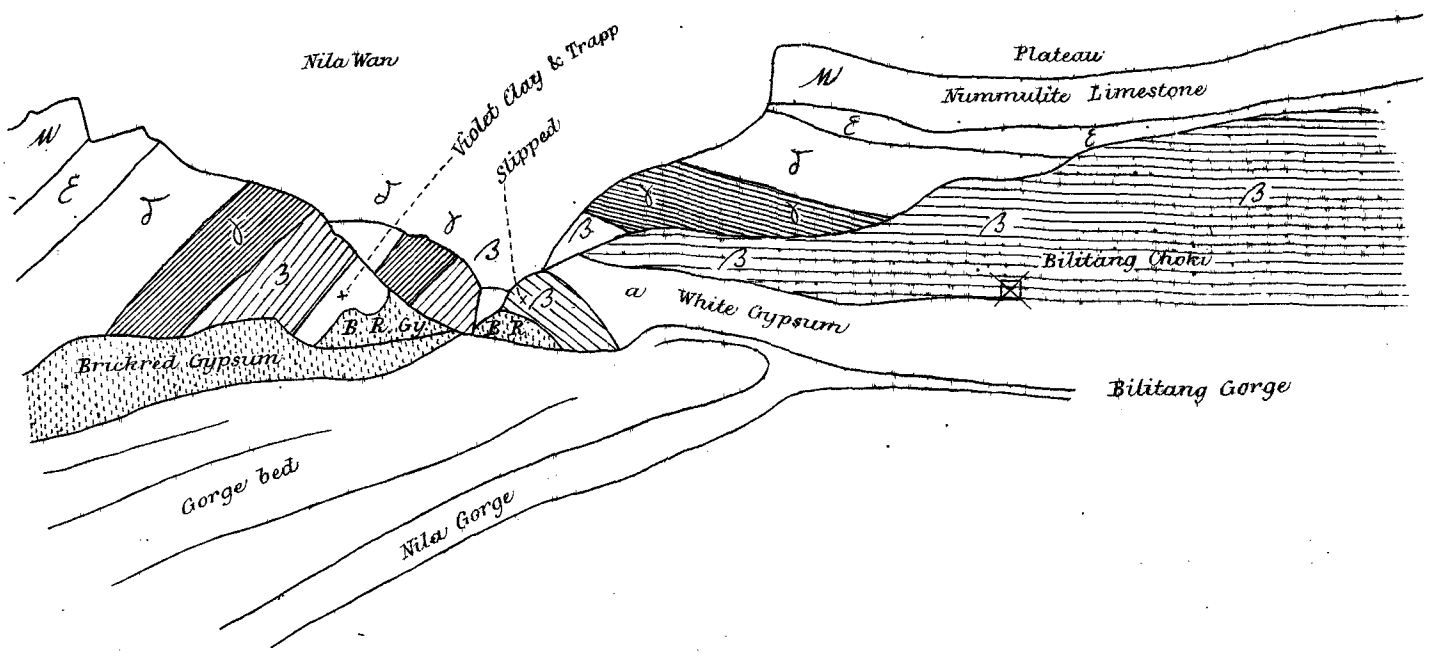
The great Nilawan Gorge described,

and the geology of the locality explained.

situation may be observed from the following sketch representing a view of the gorge and its strata taken from Choki No. 33, looking southwards. The strata fall to both sides of the gorge from the centre. By the raising of the strata the salt was exposed and the water enabled to form a deep valley, where, otherwise, the strata have their greatest elevation. All the strata from the salt to the nummulite limestone are present.

NOORPOOR

VIEW OF THE NILAWAN FROM CHOKI NO. 33, LOOKING SOUTHWARDS.



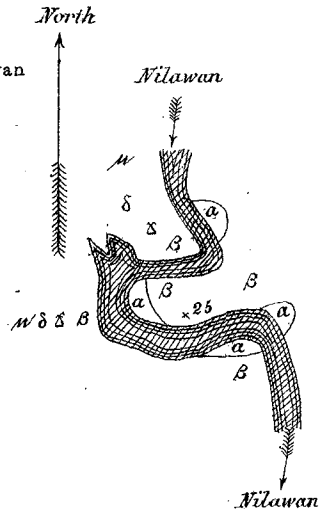
The salt and gypsum formation$_a$ consists of salt, brick-red gypsum and white gypsum, the two latter including a layer of trap and violet clay. The ε, *viz.*, the variegated strata, are not very thick, but distinguished by bright colors. Parts of the δ sandstones are red like the β. On the left side of Nilawan, near Choki No. 33, the "salt and gypsum formation" is represented by the following strata:—below 50 feet, of salt marl; above these, about 30 feet of brick-red gypsum, and thin salt strata between. Above the brick-red gypsum and thin salt strata, comes a regular layer of trap 15 feet thick, partly transformed into clay. The decomposed trap contains a horizontal film one inch thick, of a mineral which I suppose to be Talc. Above the trap come 30 feet or 50 feet of white gypsum, and then the β red sandstone. Higher up in the Nilawan, above Choki No. 33, the trap appears also on the right side of the gorge. The outcrop on the left may be half a mile long. It is very interesting that this volcanic rock is located stratified between salt and gypsum. The upper or northern end of the great Nilawan is called Balial Gorge, after the Village Balial, from where the gorge starts. Below Choki No. 33, the gorge receives a tributary on the right side, called the Bhal Gorge, which comes from near the Village Bhal.

SALT RANGE WEST OF PIND DADUN KHAN.

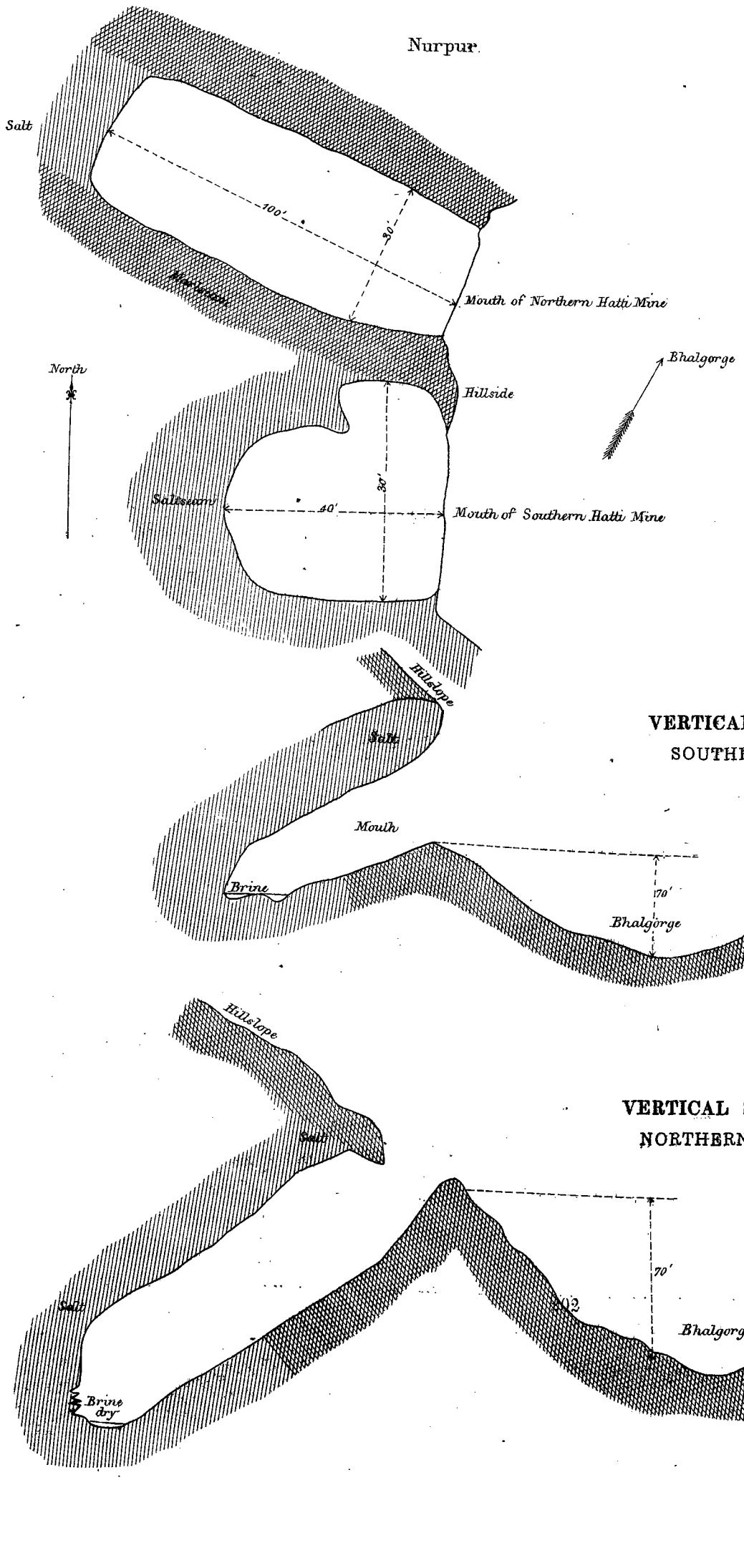
The ridge between the two gorges near the confluence contains the principal outcropping of the Nilawan. Choki No. 33 stands on this ridge, which also contains all the abandoned mines. These mines are described below as the Hatti Mines, the Kotewalla Mine, and another unnamed one. The ridge rises slowly until it becomes crowned with the nummulite limestone of the plateau, leaving at its foot the low hills of salt and gypsum containing the mines. Opposite to the mines, on the left side of the Nilawan Proper, salt also crops out, as I have shown in the above sketch. It appears there with trap. Higher up, in the Balial Gorge, there is salt again, and the Choki placed in the gorge end with No. 37. Going up the Bhal Gorge, we also meet with two more Chokis, Nos. 31 and 32. The next Choki in the Nilawan Gorge Proper; going downwards from No. 33, is Choki No. 30. Near this latter there is a good quantity of salt cropping out, whilst an interruption of the salt formation takes place between No. 30 and No. 33. Choki No. 30 is not very far from No. 33. It would, therefore, be of little consequence to find a place suitable for mining near No. 30, because the distance from the mouth of the gorge would still be almost the same as it is from No. 33, where we have already very good mines. Below Choki No. 30 are several Chokis, not in the bed of the gorge, but on the top of the escarpments on either side of the gorge. The next Choki in the bottom of the gorge is No. 25. This Choki is in a straight line fully two miles nearer to the mouth of the gorge than No. 30. Here it would be worth while to try mining if a supply of salt should be required at the mouth of the gorge. Between No. 30 and No. 25, for a great distance, there is either no outcropping of salt or gypsum at all, or else there is very little at one or the other side of the gorge. Before we reach No. 25 Choki we come to a great turn of the gorge. At the beginning of this turn, on the left side, there is a considerable outcropping of salt, gypsum, &c. The place is remarkable for the very great height to which the salt formation has risen, and which may be about 500 feet above the bottom of the gorge. A horizontal drift, a few hundred feet through the debris on the foot of the acclivity, should open out very good workable salt seams. Further south, the turn of the gorge includes, on the left side, a low gypsum and salt hill. In this hill I saw no mines, but there seems to be a probability of getting salt out of it. On the southern slope of this hill is Choki No. 25. Still further south, and on the right side of the gorge, is salt interstratified with brick-red gypsum, white gypsum, and the curious violet marl. Trap also is found about this part of the gorge. Salt is met with again at Choki No. 24, but not much. The gypsum does not rise high, and it falls very suddenly to the east into the interior of the hill, consequently a mine would fall below the level of the gorge. In the mouth of the gorge there is again some outcropping of salt marl and gypsum on the left side. I am even told that an old

A mine might, if necessary, be opened at the mouth of the gorge.

Turn of the Nilawan
Near Choki No. 25



Nurpur.



HATTI MINES
GROUND PLAN

VERTICAL SECTION W. E.
SOUTHERN HATTI MINE

VERTICAL SECTION W. E.
NORTHERN HATTI-MINE

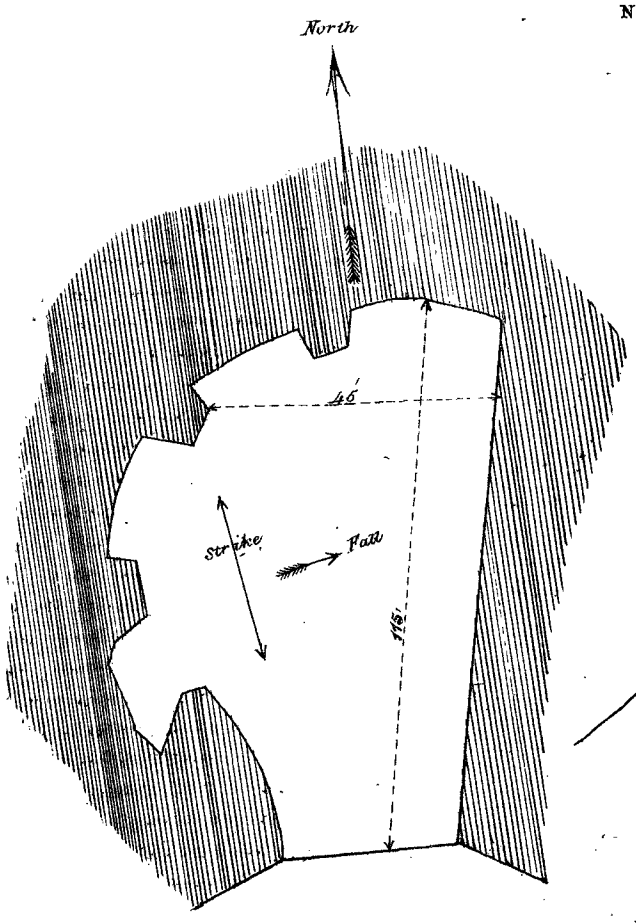
mine was there just opposite the Nilawan rest-house. On the right side, in the mouth of the gorge, there is no outcropping.

Description of the Mines near Choki No. 33 *in Nilawan.*

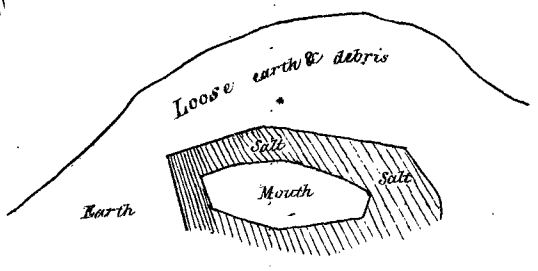
Description of the Hatti Mines.

26. The Hatti Mines in the Nurpur Gorge are situated south-west from Choki No. 33, about 1,000 feet away. The two mines are close to each other in parallel salt seams, with about 10 feet of bad salt between both. The thickness of each of the salt seams is about 30 feet. The strike of the seams is west-north-west to east-south-east, the fall being vertical. The two mines are situated in the slope of the left side of Bhal Gorge, which joins the Nilawan left side. The mouths of both mines are about 70 feet above the bottom of the gorge, and the mines themselves extend downwards, and, in a horizontal direction, they advance with the salt seam into the interior of the hill side. Behind the Hatti Mines, further up the hill side, are deep holes. These doubtless go down into the Hatti Mine salt seams. The hill rises high further west, and the salt seams ought to extend far, so that here, as well as at Kotewalla Mine, we have ample opportunity for opening a larger mine. The southern Hatti Mine is a deep oblong excavation. No lights are required, and, in the hot weather, this mine must contain very cool and pure air. The brine in this mine is dried up. In the northern Hatti Mine a small brine pool is left on the bottom.

NURPUR KOTEWALLA MINE.



Ground plan



View of the entrance

PENDIX D.
PART IV.
TERN SURVEY OF THE
SALT RANGE.

Kotewalla Mine.

27. Kotewalla Mine is west of Choki No. 33 and north-east from the Hatti Mines. It consists of one large chamber. The height of this chamber is 20 feet, breadth 45 feet, length, including the entrance, 115 feet. The mine lies at least 100 feet above the level of the gorge. The strata strike very nearly south to north, so that the seam extends into the interior of the hill. The strata are very nearly vertical. They only fall a little to the east. A very large mine might be opened out here. For the first beginning no lights would be required. The mine, as far as it extends, was provided with pillars, but they are ridiculously small.

Mine near Choki No. 33.

28. There is another mine at a short distance north of Choki No. 33 which has no name. It forms a chamber about 40 feet deep, 30 feet wide, and 40 feet long, with a brine pool on the bottom. The strata lines are very irregular and converging. The average direction of the strike, as much as it could be made out, seems to be south-east to north-west, and the mouth of the mine is south-east.

If required, the above-mentioned mines could supply a large quantity of salt.

29. When some years ago the Surdi Mines suddenly ceased to supply salt, the old Nilawan Mines were resorted to. I am told it was the Kotewalla Mine from which the salt was taken. If a similar case should occur again, and salt be wanted in the Nilawan, all the abovedescribed mines would at once be available, and would be able to yield a large out-turn. These mines would be the most suitable for salt going to the north. If salt should be required for going south, it would be desirable to open new mines nearer to the mouth of the gorge. This could of course only be the case if there was to be a permanent demand for salt at Nilawan. In the above description of the Nilawan the localities are indicated which might be chosen for such new mining operations.

No. 6—Surdi Beat.

The Surdi Salt Mines.

The Surdi Salt Mines.

30. The Surdi Salt Mines derive their name from the village of Surdi, which lies several miles north of the mines on the ridge of the salt range, and is built upon the nummulite limestone. East of the village passes the great Surdi Gorge, which cuts through all the strata of the salt range from north to south. The smaller Delliwalla Gorge flows into the former on the left side, and at the confluence of the two gorges the great outcropping of the salt and gypsum formation takes place, to which the Surdi Mines owe their origin. According to the annexed sketch map, we have to notice in the Surdi Gorge the miners' village, the abandoned mine called Sirkari Kawa, and Sandelands' Mine, then the serai, depôt, weighing-house, &c. In the other Gorge are the two mines which are now worked, the Delliwalla Mine and the Paulani Mine. Between these and Delliwalla Gorge at one side, and the weighing-house and Surdi Gorge on the other side, there is a small hill rising about 200 feet above the level of the gorge. This hill, covered with debris of gypsum, contains the salt seams on which the mines are now worked. The hill sinks gradually to the south until it tails off between the two gorges near Choki No. 8.

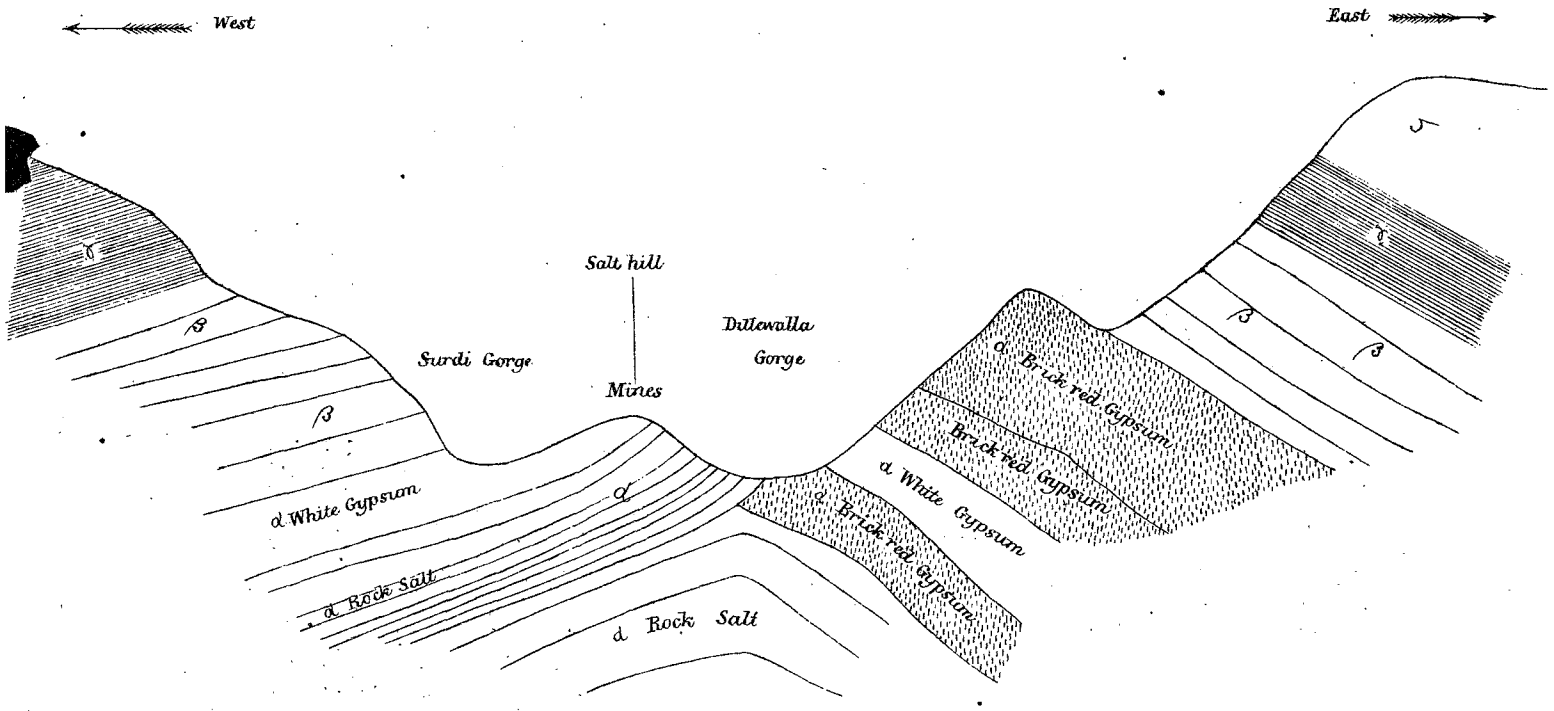
Description of the locality,

and its geology.

SALT RANGE WEST OF PIND DADUN KHAN.

SURDI

SECTION THROUGH THE SURDI SALT GORGE.



The above section may give a fair idea of the geological situation in the gorge, the strata are those of the eastern salt range :—

- α Salt, white gypsum, and brick-red gypsum.
- β Red sandstone.
- γ Dark shales.
- δ Green sandstone.

31. The salt hill in which the excavation is now taking place, appears to be a mere remainder of the salt strata which originally bulged up in the midst of the two gorges, and which have been since in a great measure washed away on both sides.

Curious difference in the strata on either side of the gorge noted.

There is the same curious difference of the strata on both sides of the gorge which we also notice at other places, and particularly at Wurcha. Above the salt seams of the mines there seems to be no brick-red gypsum at all, whilst the left side of the gorge shows enormous masses of brick-red marl replacing, as it were, the rock salt of the right side of the gorge.

Delliwalla and Paulani Mines described.

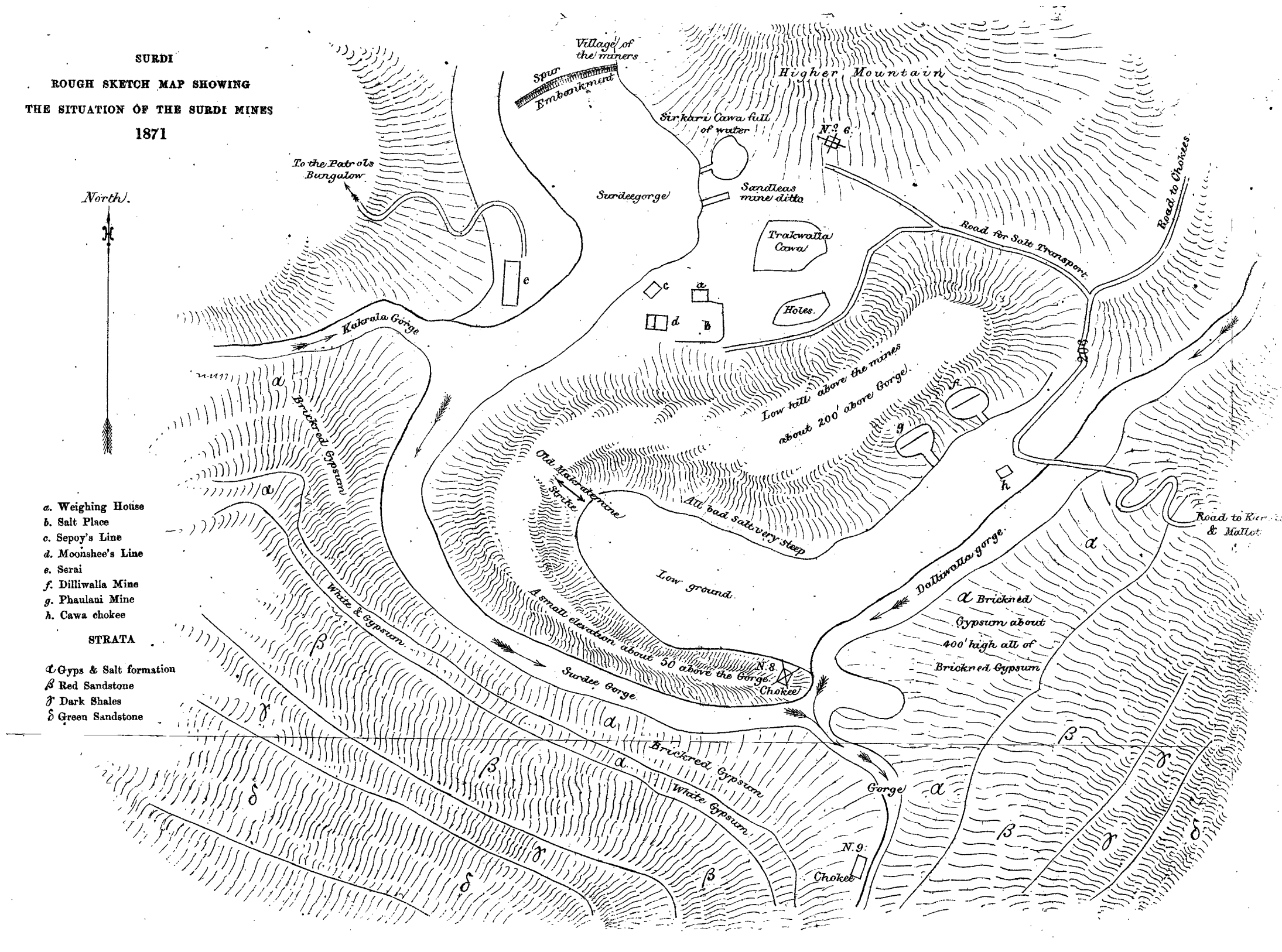
32. The mines which are now worked at Surdi are, as already stated, the Delliwalla Mine and Paulani Mine, and they are

SURDI

ROUGH SKETCH MAP SHOWING

THE SITUATION OF THE SURDI MINES

1871



a. Weighing House
b. Salt Place
c. Sepoy's Line
d. Moonshee's Line
e. Serai
f. Dilliwalla Mine
g. Phaulani Mine
h. Cawa chokee

STRATA

α Gyps & Salt formation
β Red Sandstone
γ Dark Shales
δ Green Sandstone

situated in a low hill between the Delliwalla Gorge and the Surdi Gorge. The salt seams in this hill rise very little above the level of the adjoining gorges, and, therefore, it cannot be helped that the excavations extend considerably down below the level of the gorges. The two mines have each an entrance for the salt carriage, and the Delliwalla Mine has, besides this, a ventilation drift made by Mr. Flynn. The outside mouths of all these drifts or entrances are situated about 30 feet above the bottom of the Delliwalla Gorge, but the entrances slope down to the interior and the mines extend far down below the level of the gorge. For a certain period these mines were merely worked downwards like wells, without any regard to the future working. Consequently, after the depth had become too great for sinking down any further, there was no other working space available for the miners to proceed in. This difficulty has now been overcome. Paulani Mine has been extended horizontally at a higher level, and a drift through a wall of bad salt has been constructed for the sake of enlarging Delliwalla Mine. This latter drift was carried through the wall of bad salt which formerly formed the northern boundary of Delliwalla Mine. The bad salt wall proved to be 20 feet thick, and another salt seam of still unknown thickness was met behind it. A new chamber was begun in this salt seam.

Some care is required as regards the extension of these mines, because water might come in at any time and destroy them, if the solid salt or salt marl should be pierced through, and the earth and debris reached below the level of the gorge.

Caution required in extending these mines to prevent flooding.

33. Some other mines were entirely flooded several years ago from this very cause. The mine called "Sirkari Kawa" on the left side of the Surdi Gorge, near the miners' village, is half filled with brine. Part of the brine pool can be seen outside in the open day-light. South of this mine is a horizontal drift made by Sandelands, about 100 feet long. This drift leads to another mine, which is flooded.

Neglect of this caution has already destroyed several mines about here.

I did not enter further than to the end of the drift. South of these two mines, and west of the Delliwalla and Paulani mines is another abandoned mine, called Mukrati Mine. This mine was worked in a 20-feet thick vertical seam of not very good salt, striking north-west to south-east. It also contains a brine pool at the gorge, level. The last mine to be mentioned is the "Trakwalla Kawa," that is, the mine near the weighing-house. This consists at present only of two holes, in each of which one miner works. These working places are of course very favorably situated for transport, but subject to be entirely flooded.

The Trakwalla Kawa Mine.

The salt of Delliwalla and Paulani Mines is stored at depôts outside of the mines. From these depôts cattle bring it in the merchants' bags to the weighing-house. Mr. Salter spoke of storing the salt during the rains in the mines, to avoid the loss by solution. He also had a plan of opening a subterranean passage from the interior of the connected mines direct to the weighing-house. He is working both mines in such a way as to effect their connection.

Mode of storing and transporting salt adopted at the Surdi Depôt.

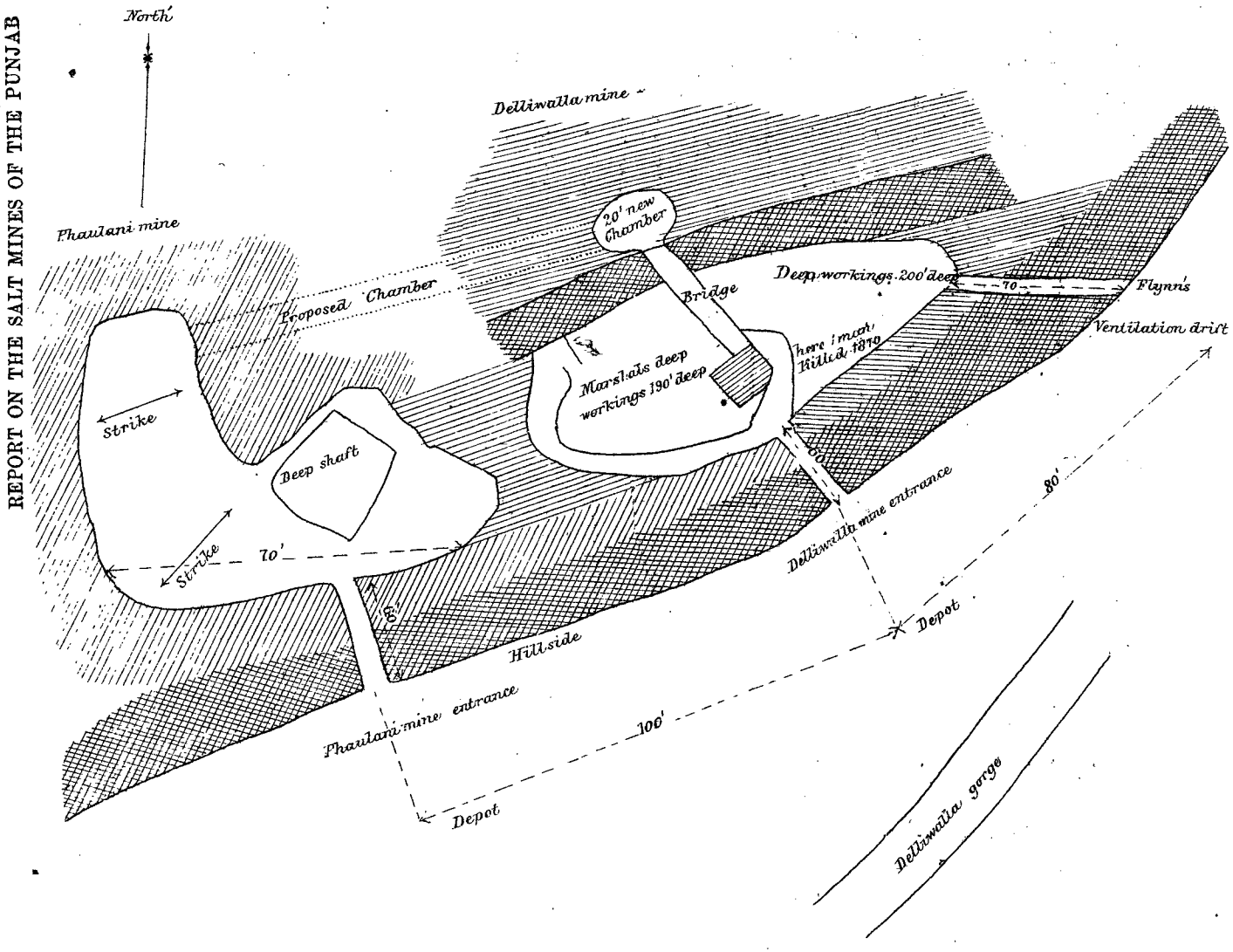
No. 7—Mallot Beat.

34. Between Mukrach and Surdi is the less important Mallot Beat. The principal outcropping of salt in the Mallot Beat occurs in a gorge called Millare Gorge. This gorge passes east of the Customs bungalow in a southern direction. The Customs bungalow is built upon a hill of green sandstone, ẟ, which rises on

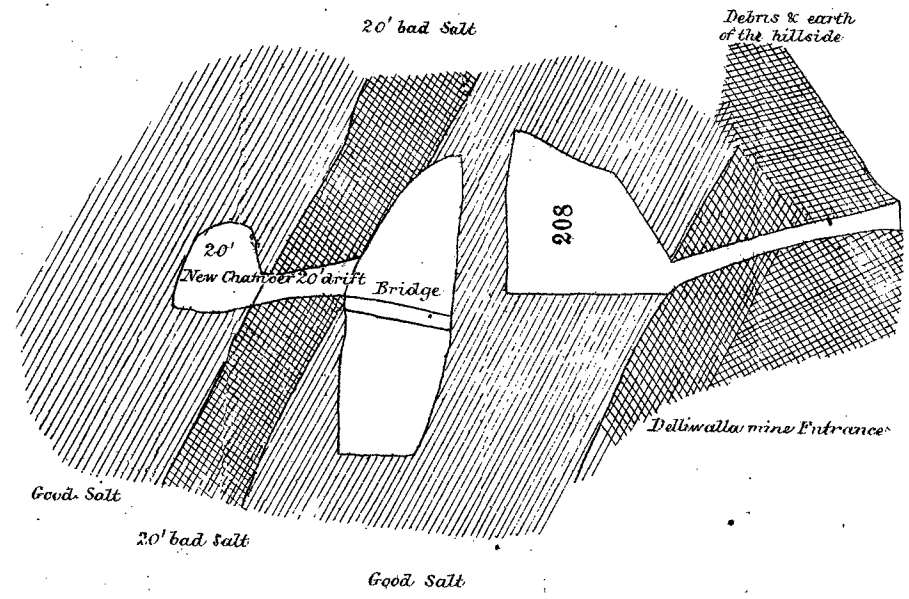
Mallot.

SURDEE SALTMINES 1871

GROUND PLAN, SKETCH SURVEY 11th MARCH 1871



VERTICAL SECTION THROUGH DELLIWALLA MINE

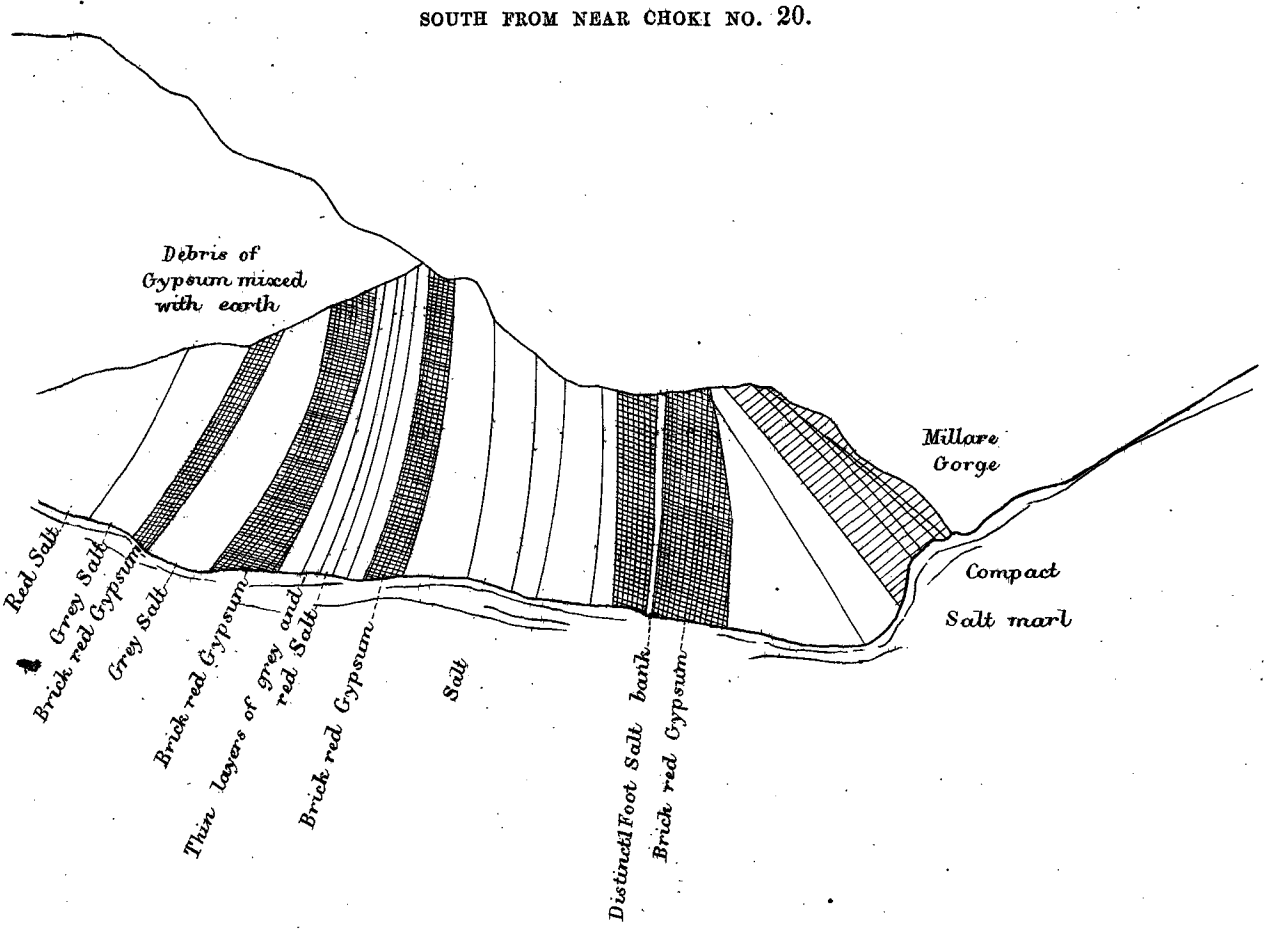


the right side of the Millare Gorge and is a good deal lower than the plateau of the salt range, which has its acclivity farther north. On the top of the acclivity, upon the nummulite limestone, are the ruins of an old temple, which are seen from a great distance. Near these ruins, also upon the limestone plateau, is the village of Mallot.

35. There are three old mines in the Mallot Beat, all situated near Chokis Nos. 22 and 23, in the upper part of Millare Gorge. The Millare Gorge shows quite the same strata as the Kheurah Gorge. There is a great deal of white gypsum and of brick-red gypsum. At one place of the gorge there is an interesting outcropping of rock-salt which is interstratified with brick-red gypsum. The following is a sketch of it taken near Choki No. 20 :— Three mines in this beat.

MALLOT BEAT

VIEW OF THE LEFT SIDE OF MILLARE GORGE LOOKING TO THE SOUTH FROM NEAR CHOKI NO. 20.



36. The outcropping takes place on the left side of the gorge. On the right side of the gorge, salt marl is seen up to about 400 feet above the bottom of the gorge. There is on the top stratified salt marl about 200 feet thick; then comes distinctly stratified rocksalt, and below, near the foot, compact salt marl. At the mouth of the gorge, on the left side, between Chokis Nos. 19 and 20, nearer to the latter, red marl or brick-red gypsum and salt Geology of the Mallot Beat.

APPENDIX D.
PART IV.
WESTERN SURVEY OF THE SALT RANGE.

crop out in an interesting position. The β, γ, and δ strata lie in front of the salt and gypsum, in such a way that everything seems upset. The brick-red gypsum seems to lie above the β, γ, δ strata, and the latter themselves in reversed order, so that we have the gypsum as an uppermost and the δ green sandstone as the lowest stratum. The strata, however, fall so much that they are nearly vertical, and evidently the whole irregularity was merely caused by a slip which brought the strata altogether, not only into a vertical position, but also caused them to be turned beyond the vertical, and thereby reversed.

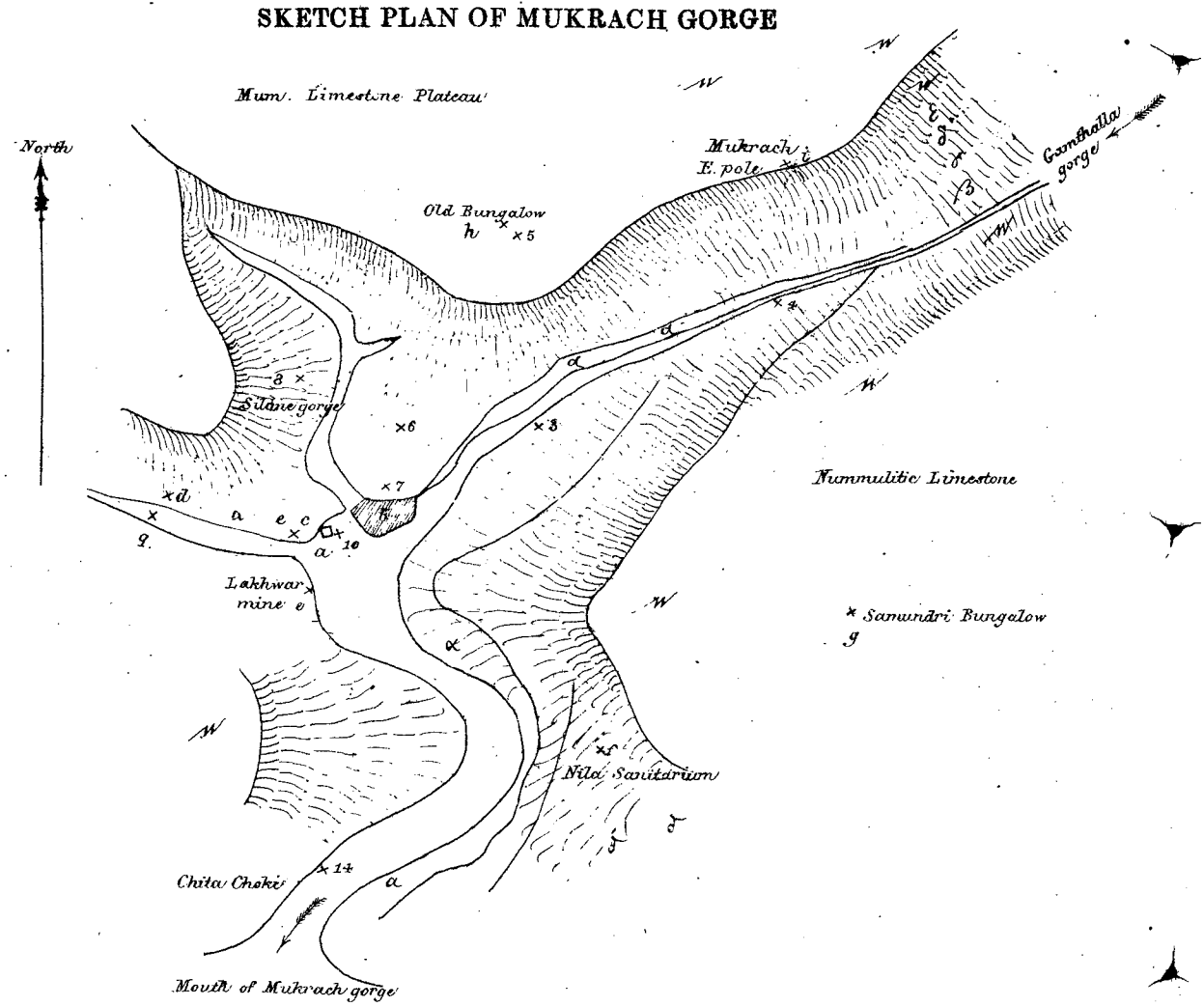
No. 8—*Mukrach Beat.*

Mukrach.

37. Mukrach is the next salt beat west of Kheurah. The salt appears in a gorge called Mukrach Gorge. Much mining was

MUKRACH

SKETCH PLAN OF MUKRACH GORGE



The salt Chokis are represented in the map by their respective numbers :—

a. Old weighing-house.
b. Old Mukrach Village.
c. Buggy Mine.
d. Chor Mine.
e. Lakhwar Mine.
f. Nila Village, on the Hill Sanitarium.
g. Samundri Bungalow, near the burned coal mines.
h. Site of the old bungalow (Mukrach).
i. Point marked E Pole on the map.

Strata.

α. Salt and gypsum.
β. Red sandstone.
γ. Dark shales.
δ. Green sandstone.
ε. Variegated strata.
ξ. Coal not visible.
μ. Nummulitic limestone.

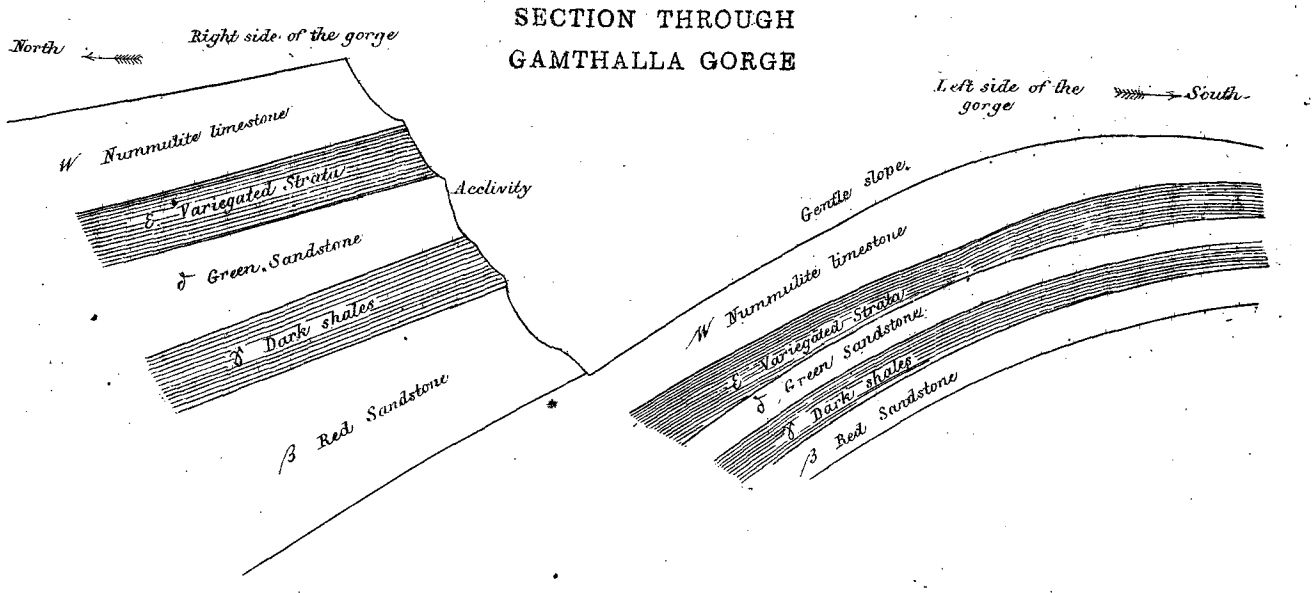
carried on at Mukrach, and salt was sold there even under the British Government; but the mines were closed about ten years ago. The Village Dilwal, near Mukrach, and the Patrols' Bungalow, are situated on the plateau of nummulitic limestone. The gorge does not run in a straight line from south to north. It begins at a great distance from Mukrach in the Choa Saidan Shah Valley, and runs first west-north-west until it reaches the Village Mukrach. This upper part of the gorge, from Choa Saidan Shah to the Village Mukrach, is called Gamthalla Gorge. It receives excellent water from the Kutass Spring, and it is a pity to see all this water transformed into brine by its passage through the salt formation. Near the Village Mukrach two other smaller gorges join with the Gamthalla Gorge, and they all together form the Great Mukrach Gorge. The gorge takes from here a southern course until it has reached the base of the range. The strata which are cut through by the gorges are the same as at Kheurah. One place on the right side of Lilari Gorge is distinguished by the great regularity with which all the strata crop out from the α, brick-red gypsum, up to the μ nummulite limestone, which forms the plateau, excluding only ξ coal, which is not seen. The upper part of Gamthalla Gorge is remarkable for a great fault which exists there. The gorge shows, on the right side, all the strata from the β sandstone to the nummulite limestone upwards, whilst, on the left side, the whole slope is formed by the surface of a large bank of nummulite limestone. The following sketch represents an imaginary section through the gorge:—

The mines here are not now worked.

Fresh-water spring at Kutass permitted to run to waste.

Geological structure of the Mukrach Beat.

SECTION THROUGH
GAMTHALLA GORGE



38. The centre of the salt formation is near the village of Mukrach, where the three gorges join to form the Great Mukrach Gorge. All the mines are also situated here. From this point the gypsum extends to certain distances up into the gorges and also down the Mukrach Gorge towards the plains. The old weighing-house and the Mundi are situated south-west of the old miners' village. The latter is entirely abandoned. The miners work at the Mayo Mines, and in the rains they come back to their old sanitarium, Nila, on the left side of the Mukrach Gorge. In the following we give a description of the mines.

Salt formation.

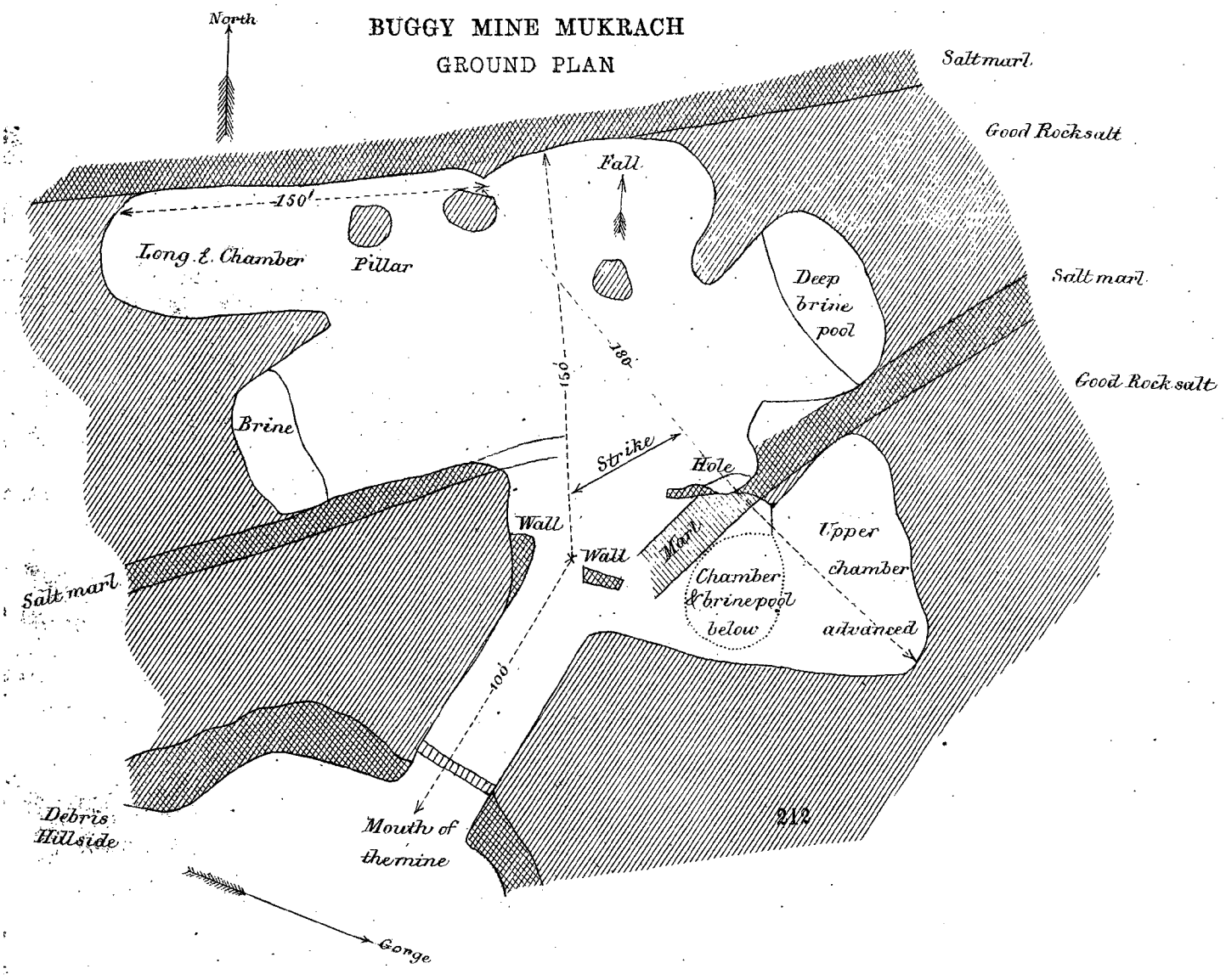
APPENDIX D.
PART IV.
WESTERN SURVEY OF THE SALT RANGE.

Buggy Mine described.

39. The old Buggy Mine (see sketch below) is west of the old Mukrach Village and the old Mundi. The entrance goes into a side gorge on the right-hand side of the great Mukrach Gorge. The mine is worked in a salt seam of 150 feet thickness, which includes various small marl seams. The seam strikes very nearly west to east; its fall is towards north, but very steep. The mine is about 200 feet broad, and 200 feet long. There is one large chamber from which smaller chambers are branching out in nearly all directions. In the north the marl forms the boundary. There are a few natural pillars cut out of the rock-salt and two artificial ones. At the south-eastern corner, there are two chambers above each other. The upper chamber is in advance of the lower one. Above the lower chamber is a thin roof of pure salt, and on the bottom of the chamber is a brine pool. There are two more brine pools in other deep chambers. In one of the chambers were thousands of bats. At the north-western end of the mine a long chamber extends towards the west. It is in this direction that the mine would have to be extended if it was ever to be worked again. There are other old mines west of Buggy proving that the salt extends to the west. One of these mines is higher up in the Buggy Gorge, near Choki No. 6, and is called Chor Mine. The Buggy Mine could not be extended far to the east, because an elongation in this direction would soon lead us out into the gorge.

The Lakhwar Mine.

40. South-west of the Mukrach Village on the right side of the Great Mukrach Gorge, is another mine called Lakhwar Mine. The side of the hill at this place stretches north to south, and the entrance of the Mine leads in a westerly direction to the interior



of the hill. The entrance is about 250 feet long, and in a most dangerous state. The mine is in a very bad state too. It is completely going to ruins. One regular chamber remains, about 150 feet long. The seam out of which this chamber has been excavated, is not very thick. The separate layers of salt are here thinner than elsewhere. Above the workable salt seam lies another 12 feet thick, consisting of a mixture of white-grainy salt and 2-inch salt cubes.

41. There are other mines which are all shut up. I was told of a mine called Lohari Mine (Blacksmith's Mine) in Gamthalla Gorge, but I had no time to visit it. It is said to be nearly as large as the Buggy Mine at Mukrach. *Other disused mines in this beat.*

H. WARTH,
In engineering charge, Mayo Salt Mine,
Inland Customs Department.

MAYO SALT MINE,
The 27th July 1871.

Appendix E.

Review of the Administration of the Berar Section of the Inland Customs Line for the year 1870-71.

BERAR SECTION.

During the past official year no changes have taken place in the *organisation* of the Inland Customs Line subordinate to the Resident of Hyderabad. A change has, however, occurred in the system of debiting the Berar administration with the cost of this line, since the amalgamation of the Nagpore and Berar section, and the abolition of the Nagpore Loop Line, whereby, under the orders of the Government of India, a moiety of the entire cost of the maintenance of the amalgamated Nagpore Division of Customs, which includes the Berar section, and protects the interests of the Berar administration equally with those of the Central Provinces administration, is chargeable against the Berar revenues. As a matter of office detail, the charges of the division have not yet been adjusted by the respective Deputy Accountants General of the two administrations; but they are understood to be under adjustment; and this office, acting upon the sanction of the Supreme Government, has booked the fixed charges of the two divisions on the moiety principle. The operation of this has been to reduce the cost of the Berar section of the Inland Customs Line from Rs. 1,28,067-8-10 in 1869-70 to Rs. 79,495-15-7 in 1870-71, a difference in favor of the latter year of Rs. 48,571-9-3, or 37·92 per cent.

Altered method of debiting the charges of this section noticed.

Effect of this alteration.

FINANCIAL RESULT.
GROSS REALISATIONS.

2. The gross realisations of the section for the year amounted to Rs. 2,70,200-14-11. How this contrasts with the realisations during 1869-70 will be learnt from the following table:—

	Salt.		Miscellaneous.	Total.
	Quantity.	Duty.		
	Md. Sr. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1870-71	2,25,829 35 7	2,68,406 9 6	1,794 5 9	2,70,200 14 11
1869-70	2,32,773 14 12	3,15,008 5 4	3,517 7 11	3,18,525 13 3

Exhibit a decrease compared with the preceding year.

3. The decrease, it will be seen, amounted to Rs. 48,324-14-4, or 15·17 per cent. Salt yielded Rs. 2,68,406-9-6 against Rs. 3,15,008-5-4, or 14·79 per cent. less than in 1869-70, and the miscellaneous receipts were Rs. 1,794-5-5, or 48·99 per cent. less than in the preceding year.

Effect of the change of our rate of duty on Bombay Salt has been to lower the receipts of this section.

4. Had the rate of duty remained as in 1868-69 at Rs. 1-8 per maund, the income would have been Rs. 3,38,744-6, and had the system of receiving transfer credit from Bombay for the full duty on salt crossing the Berar frontier for consumption in the Berars been continued, our realisations would have amounted to Rs. 6,77,488.

Decrease in the current year's realisations accounted for.

5. The falling off in the salt realisations of this section during the year under review needs to be briefly explained. I will permit the Collector in charge of the section to speak for

himself, merely premising that this office concurs generally in the soundness of the reasons furnished. "Neglecting for the moment special and local causes, there appear to be certain general influences which have operated to depress the salt trade of this division.

"During the first few months of the official year, which is a season when the salt trade is usually most brisk, it so happened that, owing to the lateness of the cotton crop, comparatively speaking very little business was done in salt, the capital of the traders being tied up in their cotton investments. By the time the merchants had their hands clear of their cotton transactions, the rainy season set in, which, as is usually the case, put a stop, so to speak, to all traffic in salt. After the setting in of fine weather, a brisk trade in salt sprung up, and our deficiencies, which in September amounted to Rs. 70,000, were by December reduced to Rs. 40,255, and it was confidently expected that by the end of the year the whole of the deficit would be wiped out and perhaps a surplus exhibited; but ere long the baleful influences of the war in Europe began to make themselves felt, and those merchants who had made large advances on the forthcoming cotton crop found themselves embarrassed with an article which, except at a considerable loss, they could not dispose of; and so things have gone on up to the present day, and worse, for owing to the revival of the American cotton trade, there is but poor hope that the stocks on hand will ever prove remunerative, consequently many of our salt merchants have become ruined men.

"This, then, is the main cause of the decrease in the salt trade.

"Other minor causes, however, have been at work. The extension of the Great Indian Peninsula Railway has had something to do with it. Traders, who formerly dealt greatly in salt, on the opening out of the railway, turned their attention to speculations in grain, and bought up the article in the untapped granaries of the Central Provinces for exportation to the North-West; and, again, many of the East Berar traders, who formerly took salt from the large trading town of Budnaira on the Great Indian Peninsula Railway, in exchange for the oil-seed they sent there for exportation, have been obliged to give up the trade owing to this article having been forced out of the market by the oil-seed produced in the North-Western Provinces."

Future prospect of the salt trade of the Berars.

6. The year under review has been unfavorable; but as regards the future prospects of the the trade of the Berar section, we can scarcely hope for a revenue much in excess of what was realized in 1869-70. Encountering no risk as elsewhere from the possible activity of illicit manufacture of salt in dwelling-houses or in crude saltpetre and kharee factories, the salt revenue of the Berars can only increase gradually as the population increases, and it is reported that the population of the Assigned Districts is now on the increase by immigration of cotton cultivators from elsewhere. Trade, since the close of the year we are writing about, has, it would seem, resuscitated. The revenue from salt is already, on the 22nd June, Rs. 27,309 in excess of that for the corresponding period of 1870-71, proving that the decrease in that year's collections was, as is asserted by the Collector, due merely to temporary causes which are now ceasing to operate.

BERAR SECTION OF THE INLAND CUSTOMS LINE, 1870-71.

MISCELLANEOUS RECEIPTS.

7. The miscellaneous receipts require no special notice, being of a normal kind. They are 48·98 per cent. below those for 1869-70, but the falling off is owing to fewer and less important seizures having been effected in the year under review than in 1869-70.

CHARGES
Have largely decreased.

8. The charges, for the reasons given in the opening paragraph of this review, are much below what they were in 1869-70, the saving being no less than Rs. 48,571-9-3, or 37·92 per cent. The following table exhibits the decrease in fixed and contingent charges:—

Year.	Fixed.	Contingent.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
1870-71	72,752 6 11	6,743 8 8	79,495 15 7
1869-70	1,18,789 14 5	9,277 10 5	1,28,067 8 10

Contingencies: Decrease explained.

9. Analysing the decrease in contingent charges (decrease in fixed charges being already fully accounted for) it will be found that there is a falling off under the following contingent heads, *viz.*, Travelling allowance to officers; Conveyance of tents and records; Captors' share of confiscation proceeds; House-rent to officers; Stationery allowance; Pay of peons sick in hospital; and purchase of country medicines; the charges under other heads being little short of or in excess of what they were in 1869-70.

NET REVENUE.

Decrease. Incidence of charges.

10. Deducting charges from gross realisations, we find that the net revenue, *vide* the following table, is in *excess* of that for 1869-70 by Rs. 246-10-11, or 0·12 per cent.; the charges on collections during 1869-70 being 40·21 per cent. against only 29·42 per cent. in 1870-71. This result will, it is hoped, be considered satisfactory:—

Year.	Gross realisations.	Charges.	Net Revenue.	Percentage of charges on gross realisations.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	
1870-71	2,70,200 14 11	79,495 15 7	1,90,704 15 4	29·42
1869-70	3,18,525 13 3	1,28,067 8 10	1,90,458 4 5	40·21

COURSE OF TRADE
Unaltered.

11. The course of the salt trade entering the Berars remains unchanged. The railway station of Mulkapoor is the great salt depôt; in the Assigned District whence salt is distributed through intermediate marts throughout the length and breadth of the administration, all but 58 out of 2,34,771 maunds of salt imported this year having been supplied through Mulkapoor. The reason for this is of course that railway-borne Kokun or Bombay Coast salt is now exclusively consumed in the Berars.

PRICES OF SALT
Averages.

12. Prices of salt in the Berars have averaged throughout the year Rs. 5-3-1 per maund, or about 7 seers 11 chittacks per rupee. At the places of export near Bombay it averaged

Rs. 2-1-2 throughout the year, fluctuating between Rs. 1-15 and 2-4 per maund at Boree Bunder and Rs. 1-15-4 and 2-2-6 at Kullian. Below line the prices fluctuated between Rs. 5-14 the maximum and Rs. 4-10 per maund the minimum. The subjoined table shows the monthly selling rates above and below line in the chief places of export and sale :—

Month and Year.	Prices of salt at the leading marts per maund, Above Line. Callian.	Boree Bunder.	Average above line.	Below Line. Oomraotkee.	Moortazapore.	Sheogam.	Average below line.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
April 1870 ...	2 0 9	2 2 0	2 1 4	5 0 0	5 7 0	4 10 0	5 0 4
May „ ...	2 1 3	2 2 0	2 1 7	5 0 0	5 10 0	4 10 0	5 1 4
June „ ...	2 1 2	2 4 0	2 2 6	5 0 0	5 10 0	4 10 0	5 1 4
July „ ...	2 0 9	2 4 0	2 2 4	5 0 0	5 10 0	4 11 0	5 1 8
August „ ...	2 2 6	2 4 0	2 3 3	5 7 0	5 10 0	5 0 0	5 5 8
September „ ...	2 2 3	2 0 0	2 1 1	5 10 0	5 14 0	5 1 0	5 8 4
October „ ...	2 2 4	2 1 0	2 1 8	5 7 0	5 10 0	5 3 0	5 6 8
November „ ...	2 1 8	2 0 6	2 1 1	5 0 0	5 10 0	5 0 0	5 3 4
December „ ...	2 1 1	2 0 0	2 0 6	5 0 0	5 10 0	5 0 0	5 3 4
January 1871 ...	2 0 2	1 15 0	1 15 7	5 0 0	5 10 0	4 13 0	5 2 4
February „ ...	2 1 6	1 15 0	2 0 3	5 0 0	5 10 0	4 11 0	5 1 8
March „ ...	15 4	1 15 0	1 15 2	5 0 0	5 10 0	4 10 0	5 1 4
Average ...	2 1 2	2 1 2	2 1 2	5 2 0	5 10 1	4 13 8	5 3 1

There is no export duty on sugar levied on the Berar Line.

SMUGGLING

Has decreased.

13. I may note here that there is no sugar trade in this section.

14. During the past year smuggling has been kept well in check; 41 maunds of salt having been confiscated, and 69 subjected to the penalty of double duty against 116 maunds confiscated and 67 charged with double duty in 1869-70. Out of 19 cases submitted for confiscation to the Commissioner of Revenue, the Collector's orders were confirmed in all; and out of 72 cases submitted for sanction to the levy of the penalty of double duty, only 2 cases were modified by the same authority. These results are offered as sufficiently satisfactory evidence of the efficiency of the administration of the Berar section of the line by its present Collector, Mr. Parsons.

PENAL ACTION OF THE DEPARTMENT.

15. The following table shows the penal action of the Department in respect to persons :—

Year.	Total number of smugglers captured by the department.	Released by department: On payment of single duty.	On payment of double duty.	For want of proof.	Total.	Sent up for trial.	Acquitted.	Convicted.	Pending at close of report.	Percentage of convictions on persons sent for trial, less pending cases.
1870-71	151	3	123	6	132	19	5	14	.....	73·7
1869-70	138	1	97	8	106	32	13	17	2	56·66

BERAR SECTION OF THE INLAND CUSTOMS LINE, 1870-71.

PERSONS.

16. The number of persons subjected to primary interference by the department during 1870-71 is larger than in 1869-70, being 151 against 138; but whereas in 1869-70, out of 138 persons concerned 32 had to be committed to the Criminal Courts for trial, 106 being disposed of by the department under its own lenient rules; this year 132 were so disposed of and only 19 committed for trial. Recourse being had perforce to the *ultima ratio* of a criminal prosecution in these 19 cases, it is satisfactory to be enabled to record that the soundness of the reasons for the committals is proved by the fact that the percentage of conviction to committals is this year 73·68 per cent. against 56·66 per cent. in 1869-70—ample evidence, it is hoped, of the care with which committals are ordered. Releases occurred in 5 cases, in 4 of which it is the duty of this office to state plainly that the committing officers were fully justified in committing the culprits for trial.

No. subjected to interference larger than in 1869-70.

Number criminally prosecuted less.

Result of committals in favor of the year under review.

17. Out of the 14 persons convicted, none have suffered imprisonment. The highest fine imposed was Rs. 35, and the lowest 5, the total realized being Rs. 155, the average fine inflicted on each delinquent amounting to Rs. 11·07 against 21·95 in 1869-70.

Analysis of convictions and punishment.

	Imprisoned in default of payment of fine.							Paid Fines																
	For 6 months.	For and above 3 months.	For and above 2 months.	For and above 1 month.	For and above 15 days.	For and above 10 days.	Below 10 days.	Total number who underwent imprisonment.	Of Rs. 250 and upwards.	Aggregate paid.	Above Rs. 100.	Aggregate paid.	Above Rs. 50 and up to Rs. 100.	Aggregate paid.	Above Rs. 30 and up to Rs. 50.	Aggregate paid.	Above Rs. 20 and up to Rs. 30.	Aggregate paid.	Above Rs. 10 and up to Rs. 20.	Aggregate paid.	Above Rs. 5 and up to Rs. 10.	Aggregate paid.	Below and up to Rs. 5.	Aggregate paid.	Total fined.	Aggregate paid.	Average fine.
1870-71	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	35	1	30	2	40	...	...	10	50	14	155	11·07
1869-70	...	...	...	...	1	2	...	3	...	...	1	150	...	...	2	60	2	40	2	30	3	15	4	12	14	307	21·95

Lonar Lake.

18. Regarding the Lonar Lake no further information beyond what was recorded in the Review for 1869-70 has been elicited. The present contract will expire in November 1871, and I will then do myself the honor to report to the Resident whether or not in my opinion the contract should be then renewed, or modified if danger to the revenue is anticipated by its renewal on the present terms.

HEDGE.

19. As in 1869-70 no hedge has been raised as a protective barrier in this Division, nor in the present unimportant state of the trade in smuggled salt does any necessity for such a barrier exist.

ESTABLISHMENT.
CASUALTIES.

20. The subjoined table exhibits the casualties by deaths, resignation, dismissals, &c., among the establishment during the year. The death rate 2·39 per cent. is higher than last year, when it was only 1·83 per cent., a result ascribed to the great prevalence of fever in 1870-71. Five members of the Force, one jemadar and 4 peons, were punished by the Criminal Court

Death-rate during the year.

Offences against the public.

for offences against the public. One on a charge of grievous assault, and four for simple theft; no appeals were made from the Court's awards, which were indeed fully concurred in :—

	Number of each Rank and Grade.							Percentage of total of each kind of casualty on the entire Establishment.
	Sub-Assistant Patrols.	Kotgushts.	Jemadars.	Weighmen.	Mohurrirs.	Peons.	Total strength of Subordinate Establishment.	
Total Sanction... ...	9	8	106	2	10	574	709	
During the year—Died ...	...	...	1	...	...	16	17	2·39
Were dismissed ...	1	...	3	...	1	20	25	3·52
Deserted ...	...	...	...	...	...	3	3	·42
Resigned ...	...	...	1	...	...	20	21	2·96
Failed to rejoin ...	...	...	6	...	...	76	82	11·56
Removed ...	...	...	...	...	...	1	1	·14
Reduction of Establishment	...	...	...	...	...	...	...	.....
Total ...	1	...	11	...	1	136	149	21·01
Percentage of Casualty in the Force	11·11	...	10·38	...	10·0	23·69	21·01	.....

OFFICERS.

Mr. Parsons especially mentioned.

21. The officers of this section have generally discharged their duties in a manner to entitle them to the Resident's commendation. Mr. Parsons, the Collector, deserves special mention in this review for his painstaking and intelligent administration of the section.

G. H. M. BATTEN,
Commissioner.

Appendix F.

Review of the Administration of the Internal Branch of the Inland Customs Department, North-Western Provinces Section, for the official year 1870-71.

INTRODUCTION.

The territorial area of jurisdiction and executive force of this section of the Internal Branch remain unaltered, nor has any change occurred in the organization of the force.

GROSS REALIZATIONS.

Increase as compared with 1869-70.

2. The gross realizations from all sources during the year under the provisions of Act XXXI of 1861 amounted to Rs. 1,00,951·07, being Rs. 16,503·10 or 19·54 in excess of the collections during 1869-70, which itself was a fairly successful year. Causes for the enhancement of the realizations in 1870-71 will be found when the items of revenue are further on separately discussed. The subjoined table contrasts the collections during 1870-71 with those of three preceding years, and matter for satisfaction will be found in the fact that the amount realized as duty on salt is so much in excess of previous year's realizations under this head, ample earnest, if any were needed, that the Agency employed at refineries have been closely supervised:—

Year.	Fees on Licenses.	Fines and Confiscations.	Duty on Salt.	Total.
1870-71	50,001·25	85·37	50,864·45	1,00,951·07
1869-70	39,475·50	162·88	44,809·59	84,447·97
1868-69	45,387·00	568·00	34,835·02	80,790·03
1867-68	50,843·00	261·36	35,929·47	87,033·84

Collections month by month.

3. Monthly details of collections compared with those for the preceding year will be found in Annexure A. It will be observed that, with few exceptions, an increase has been steadily manifested. March is the only month which shows anything like an appreciable decrease due, it is believed, principally to accident of weather, and to a more stringent application of the precaution which regulates the issue of licenses for kharee or sulphate of soda works.

Collections by circles.

4. The proportion in which each circle contributed to the general revenue of this section will be found in turning to Annexure B. Cawnpore is the only circle in which a decrease is exhibited, ascribable partly to a diminution of the yield of salt in refineries, but chiefly to a large falling off in the number of kharee licenses issued this year. With this single exception this Annexure shows that the realizations, taken circle by circle, were in a highly prosperous condition.

Unsaleable salt destroyed.

5. During the year under review, 172·39 maunds of salt educed in the manufacture of refined saltpetre were destroyed as too impure for sale against only 84·88 maunds in 1869-70. Out of the quantity so destroyed in 1870-71, no less than 148·6 maunds were destroyed in the Goruckpore circle alone. Neither the Deputy Inspector of the Circle nor the Assistant Commissioner assign any cause for the destruction of so large a quantity of salt in a circle where previously very little has ever been treated as unserviceable.

Receipts analysed.

6. Analysing the realizations of the section, it is apparent that the briskness of the export saltpetre trade has had much to do with our success this year. The demand for refined saltpetre in Calcutta arising from the remunerative price given by consignors, stimulated its manufacture up-country, and as the natural consequence of this a larger quantity of salt whereon duty was levied was educed in our refineries. Over and above this benefit the number of manufactories increased, causing an addition this year in the item of fees. Our gain in the item of duty on salt has been 13·51 per cent., and in the item of fees 26·66 per cent.

Fines and confiscations are always small items, and are this year smaller than ever. No cause can be assigned for the decrease which is purely accidental.

CHARGES.

7. The charges of this section of the Internal Branch during 1870-71 compared with those for the three preceding years are found in the following table. The total expenditure, fixed and contingent, in the year under review amounted to Rs. 1,66,423·73 against Rs. 1,98,005·60 in 1869-70, being 18·98 less in the former than in the latter year. Fixed charges are less by Rs. 31,039·94 or 20·46 per cent., and Contingencies by Rs. 541·93 or 3·65 per cent. than the corresponding charges for 1869-70 :—

General decrease observed.

YEAR.	FIXED.			CONTINGENCIES.							
	Supervision.	Prevention.									
	Deputy Commissioner, Assistant Commissioner and Office.	Officers, Deputy Inspectors, Sub-Inspectors and Sub-Deputy Inspectors.	Men.	Total of Fixed.	Travelling allowance other than that fixed for Deputy Inspectors.	Conveyance of weighing apparatus and tents, &c.	Pay of Peons sick in Hospital.	Postage Labels.	Meeting of Prisoners.	Half Fines as per sentences of Courts.	Miscellaneous.	Total of Contingencies.	Grand Total of Charges.
1870-71 ...	9,432·11	57,180·41	85,026·69	1,51,639·22	3,017·86	2,570·72	261·62	1,257·00	81·34	3,348·23	4,247·71	14,784·51	1,66,423·73
1869-70 ...	33,578·59	64,310·32	84,790·23	1,82,679·16	3,141·38	1,973·91	176·86	2,126·43	46·43	4,113·43	3,747·97	15,326·44	1,98,005·60
1868-69 ...	32,109·67	57,512·00	70,033·59	1,59,655·27	1,611·61	1,380·33	51·76	2,943·59	31·92	1,270·94	10,847·42	18,137·59	1,77,792·86
1867-68 ...	29,841·77	51,954·61	66,463·65	1,48,260·00	810·51	838·92	...	2,690·50	61·09	939·58	2,880·32	8,220·94	1,56,480·94

N. B.—In these Internal Reports no notice is taken on either side of the account, *i. e.*, realizations or in charges of Income Tax, hence these figures differ somewhat from those of the Commissioner, in which such items are brought into account.

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Fixed charges.
Cause of decrease furnished.

8. The decrease in fixed charges is due chiefly to the transfers to the head-quarters staff of the Deputy Commissioner and his office since when the Internal Branch has been more immediately under the control of the Commissioner. In former years the charges, fixed and contingent, of the Deputy Commissioner and his establishment were debited against the Internal Branch. It may be noted here that this change of administration was one imperatively demanded by the extension of the Commissioner's jurisdiction, it being utterly impossible that he should now, as in former years, supervise singly the vast department under his command. Against this decrease in the charge for supervision, a certain small increase in the charge for prevention is observed ; this is due to the inclusion under this head of the charge incurred for establishment at the local salt-works in the Jounpore district. No such increase will be observed next year, the experiment of these local works having been abandoned.

Contingencies.
Items separately considered, and cause of decrease explained.

9. If the sub-columns of contingent charges in the accompanying table are attentively considered, it will be observed that, though generally speaking there is a decrease compared with 1869-70, yet in those items, which are strictly speaking most within our control, there is actually an increase. Thus in the items of conveyance of weighing apparatus, tents, &c., pay of peons sick in hospital, dieting of prisoners, and especially in miscellaneous, increases are apparent; while in the items of postage labels and half fines as per sentences of courts, payable to informers and establishment (this latter being particularly one dependent solely on the penal action of the department), there is a large decrease which more than compensates for the increase in the other items. The fact is that the actual contingent expenses of the Internal Branch in the North-Western Provinces are much less than they seem to be in this table, in which the contingent charges of the local salt-works are necessarily included. It will, all things considered, be readily conceded that the gross charges of this section are, remembering the work performed, satisfactorily low.

Incidence of charges on income.

10. The following table shows the incidence of charges upon income in 1870-71 and three preceding years ; the reduced percentage cannot fail to give satisfaction :—

Year.	Gross Expenditure.	Realizations.	Net Expenditure.	Net Expenditure per mensem.	Percentage of gross expenditure on income.
	Rs.	Rs.	Rs.	Rs.	Rs.
1870-71	1,66,423·73	1,00,951·07	65,472·66	5,456·05	164·85
1869-70	1,98,005·60	84,447·97	1,13,557·62	9,463·13	234·47
1868-69	1,77,792·86	80,790·03	97,002·83	8,083·56	220·07
1867-68	1,56,480·94	87,033·84	69,447·09	5,787·25	179·79

Decrease exhibited.

11. The percentage of charges on income has fallen from 234·47 per cent. in 1869-70 to 164·85 in 1870-71. It is lower in the latter year than it has been for some time. Explanation

has been afforded above of the decrease in expenditure. As regards income, the forecast made in last year's review (*para.* 12) has been fulfilled. Prices of saltpetre for export have ruled fairly high, and been subject to no depressing fluctuations, and the market for refinery salt in the North-Western Provinces has been good, neither the extension of Railway trade nor the experiment in local salt manufacture having had the slightest detrimental effect upon our refinery salt sales. A revival of the demand for Sujjee (impure carbonate of potash) brought us an increase of Rs. 1,350 in this item alone.

Fiscal results of the year's administration of this section no proof *per se* of its utility.

12. The Internal Branch of this Department has now been too long established for it to require that its utility should be described as an apology for the apparently disproportionate ratio of charges upon income. Its object—one purely preventive—is one peculiar to itself. Watchfulness, energy, and efficiency here mean increased revenue on the frontier line. Cripple the efficiency of its executive, reduce establishment, or let the efforts of the force be relaxed, and it will not be long ere the influence of all or any of these will be felt distinctly at the Custom-houses planted along the Inland Customs Frontier Line. By no means short of sacrificing a large part of our growing revenue can the charges of this branch of the department be lessened.

ISSUE OF LICENSES.

13. An abstract of the number of licenses issued under Act XXXI of 1861, and of fees realized, with statistics of increase and decrease, compared with 1869-70, will be found published as Annexure C of this review. As was to have been expected, crude saltpetre works and refineries have increased, though there is scope for greater development before the standard of 1862 and 1863, when the saltpetre market was at its best, is attained. Both sujjee and russee works have increased, the former largely so, owing to a revival of the demand for their produce in the vicinity of Benares. Works for the manufacture of sulphate of soda have likewise increased by 286, or 38·38 per cent. So large an increase in this most dangerous class of works as is here apparent is the reverse of gratifying. Do what we can, we are powerless, in the existing state of affairs, to prevent these works causing us loss wherever and whenever they are licensed; so that, in the interests of the revenue which this department is maintained to collect, the only alternative left to us is to be cautious and sparing in the issue of kharee licenses. The above figures show that, cautious though we may have been, we have not been, comparatively speaking, sparing. In compensation for this increase, there is a consolation to us in the knowledge that no effort has been spared by the establishment to reduce the mal-practices of kharee manufacturers in the North-West to the lowest possible ebb of success. Notwithstanding which, however, complaints from traders in licit taxed salt have reached the ears of the Commissioner.

Crude saltpetre works have increased,

as have russee and sujjee works,

and works for the manufacture of sulphate of soda.

Distribution of licenses by circles.

14. How the various kinds of works for which licenses are issued are distributed over the North-Western Provinces, may be learnt by a reference to Annexure D.

Licenses refused; instances have decreased, but the statistics supplied from circles are scarcely reliable.

15. Annexure E shows the number of licenses of both letters refused in each circle to have been 255 in 1870-71 against 335 in 1869-70. Bearing in mind our determination to reduce the number of kharee works, and the cautious inquiry made before issuing licenses for crude saltpetre, it is impossible to avoid the conviction that all the refusals in Deputy Inspectors' offices are not recorded. The Agra, Allygurh, Budaon, and Furruckabad figures are referred to in support of this conviction.

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Cases of working without licenses.

16. The number of cases in which saline factories have been discovered working without license, and of criminal prosecution in consequence, is given in Annexure F. There is an increase in both cases and committals, but it must be remembered that there was also an increase in the number of saline factories licensed; so in this particular our control over the manufacturing class is not shown to have been weakened, compared with last year, while it is certain that the activity of the establishment in bringing these cases to light is deserving of commendation.

Increase.

Illicit manufacture of salt.

17. The subjoined table shows the state, so far as figures can illustrate facts, of the illicit salt manufacture during 1870-71 compared with foregoing years. Compared with 1869-70, the year under review shows an increase in cases, quantity of salt, and persons seized, though compared with 1867-68 and 1868-69, there is a decrease in the number of persons seized during 1870-71. It need not create surprise to say that the action of the department in suppressing illicit manufacture is regarded as satisfactory. Generally speaking, an increase in the number of seizures is not, in every instance, a sure sign of increased manufacture of salt. Some share of such increase may, with justice, be put to the credit of the exertions of the establishment, especially during the year under review, in which the Deputy Commissioner of Customs, having heard that quantities of illicit salt were stored in the kharee works of the Allygurh, Budaon, and Futtehpore Circles, directed a rigorous search of those works. A considerable quantity of salt was seized, which in former years would doubtless have escaped detection. Moreover, there was a large increase in the number of licensed saline works during 1870-71, each one of which increases the facilities for illicit manufacture, and it is only natural to suppose that, owing to this, the number of seizures would somewhat increase. That this has influenced the returns is proved by the fact that 81 more factories were seized for illicit manufacture of salt in 1870-71 than in 1869-70 :—

Increase in the number of cases, quantity of salt, and persons seized.

Efforts of the establishment in keeping illicit manufacture in check are satisfactory.

Cause assigned for the increase observed.

NAME OF CIRCLE.	Cases of Seizure.				Quantity of Salt.				Men Seized.			
	1867-68.	1868-69.	1869-70.	1870-71.	1867-68.	1868-69.	1869-70.	1870-71.	1867-68.	1868-69.	1869-70.	1870-71.
					Maunds.	Maunds.	Maunds.	Maunds.				
Agra	8	11	26	5	3·39	11·58	3·61	3·28	26	45	54	14
Allygurh	24	26	43	72	76·85	81·53	80·43	144·49	105	71	81	94
Boolundshuhur	11	1	1	3	9·4	13·75	... ...	0·05	13	1	1	7
Budaon	16	17	22	25	1·6	2·72	1·85	43·39	20	23	29	26
Mynpoorie	49	57	53	78	377·3	13·98	11·48	12·16	233	96	60	90
Furruckabad	32	41	69	58	6·98	5·44	29·5	13·24	50	62	102	101
Cawnpore	36	29	19	31	4·25	13·34	8·11	16·61	89	60	21	51
Futtehpore	61	31	19	62	13·95	44·38	1·57	21·48	209	133	23	62
Allahabad	107	98	158	136	5·9	15·24	11·88	7·82	180	235	180	149
Jounpore	148	183	490	512	12·73	23·7	18·75	15·88	471	493	490	512
Ghazeepore	106	95	120	149	3·54	4·98	7·31	10·35	130	139	144	192
Goruckpore	25	20	43	51	0·33	0·45	1·5	0·93	25	21	44	51
TOTAL ...	623	609	1,063	1,182	514·24	230·46	175·09	289·68	1,551	1,379	1,229	1,349

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18. Jounpore continues unenviably pre-eminent in domestic illicit manufacture of salt. Nearly half the total domestic seizures effected in the North-Western Provinces were made in that circle. In connexion with illicit domestic manufacture, it deserves to be noted that no appreciably evil result has yet followed the introduction of notification of the North-Western Provinces Government, No. 152A. of the 7th October 1869, exempting from prosecution persons found with less than one seer of illicitly manufactured salt in their possession. The following table shows a detail of the various kinds of seizures effected during 1870-71 :—

Jounpore, the circle where domestic manufacture is most largely carried on.

Kinds of seizures.

Name of Circle.	Crude Saltpetre works.	Refineries.	Kharee works.	Russee works.	Sujjee works.	Domestic manufacture.	Total.
	No. of Seizures.	No. of Seizures.	No. of Seizures.	No. of Seizures.	No. of Seizures.	No. of Seizures.	
Agra	3	...	...	...	...	2	5
Allyghur	19	...	43	...	...	10	72
Boolundshuhur	3	...	...	...	...	...	3
Budaon	13	...	12	...	...	...	25
Mynpoorie	39	1	1	...	...	37	78
Furruckabad	48	...	6	2	...	2	58
Cawnpore	17	..	11	1	...	2	31
Futtehpore	16	...	8	...	...	38	62
Allahabad	69	...	6	...	...	61	136
Jounpore	57	...	2	...	...	453	512
Ghazeepore	126	...	...	...	2	21	149
Goruckpore	51	...	...	...	...	...	51
Total ...	461	1	89	3	2	626	1,182

PENAL ACTION OF THE DEPARTMENT.

19. Out of the 1,349 persons captured by the department during the year, 8 were pending investigation when the year closed, 632, or 46·89 per cent., were released under the now very lenient bye-laws without undergoing prosecution, and 709, or 52·55 per cent., were criminally prosecuted. The following table shows, circle by circle, the number of persons captured, and how

Captures, prosecutions, and results.

they were disposed of, together with the result of the criminal prosecutions undertaken by our officers :—

YEAR.	Total number of persons captured by the Department.	Released by Department.				Pending investigation of the Department.	Sent for trial.	Acquitted.	Convicted.	Pending when report was submitted.	Percentage of convictions on number of persons sent for trial, deducting those whose cases were still undecided.
		For making less than one seer.	Infirm persons, pregnant women, or minors.	On proof of ignorance or inadvertence.	For want of proof.						
1870-71.											
Agra	14	...	...	...	6	...	8	4	4	...	50·00
Allygurh	94	5	...	...	28	...	61	12	46	3	79·31
Boolundshuhur	7	6	...	...	...	...	1	1	...	...	00·00
Budaon	26	7	...	...	...	...	19	4	11	4	73·33
Mynpoorie	90	14	1	...	13	2	60	1	*59	...	98·33
Furruckabad	101	22	1	...	24	...	54	3	51	...	94·44
Cawnpore	51	1	...	...	12	1	37	3	28	6	90·32
Futtehpore...	62	16	1	...	8	1	36	...	36	...	100·00
Allahabad	149	24	1	...	9	...	115	20	83	12	80·58
Jounpore	512	239	48	...	19	...	206	3	186	17	98·41
Ghazeepore...	192	63	1	...	22	4	102	5	73	24	93·59
Goruckpore	51	40	...	...	1	...	10	2	6	2	75·00
TOTAL ...	1,349	437	53	...	142	8	709	58	583	68	90·95
1869-70.											
Agra	54	2	...	...	7	...	45	12	33	...	73·33
Allygurh	81	6	...	5	35	...	35	8	27	...	77·14
Boolundshuhur	1	...	...	...	1	...	...	...	...	...	00·00
Budaon	29	5	...	6	9	...	9	2	7	...	77·77
Mynpoorie	60	7	...	...	11	...	42	3	39	...	92·85
Furruckabad	102	19	2	...	5	...	76	5	71	...	93·42
Cawnpore	21	6	1	...	2	...	12	...	12	...	100·00
Futtehpore...	23	11	1	...	3	...	8	3	5	...	62·50
Allahabad	180	31	...	...	6	...	143	30	113	...	79·02
Jounpore	490	248	22	...	18	...	202	17	185	...	91·58
Ghazeepore	144	58	3	...	19	...	64	7	57	...	89·06
Goruckpore	44	26	...	...	2	...	16	5	11	...	68·75
TOTAL ...	1,229	419	29	11	118	...	652	92	560	...	85·88
1868-69.											
Agra	45	8	1	...	7	...	29	13	16	...	55·17
Allygurh	71	4	1	...	24	...	42	15	27	...	64·28
Boolundshuhur	1	...	...	...	...	...	1	...	1	...	100·00
Budaon	23	2	...	...	2	...	19	12	7	...	36·84
Mynpoorie	96	8	...	...	15	...	73	20	53	...	72·60
Furruckabad	62	14	...	...	7	...	41	7	34	...	82·92
Cawnpore	60	6	...	1	13	...	40	15	25	...	62·50
Futtehpore	133	6	...	...	53	...	74	21	53	...	71·62
Allahabad	235	29	...	...	12	...	194	42	152	...	78·35
Jounpore	493	187	6	...	57	...	243	46	197	...	81·06
Ghazeepore	139	36	...	...	18	...	85	18	67	...	78·82
Goruckpore	21	11	...	...	1	...	9	1	8	...	88·88
TOTAL ...	1,379	311	8	1	209	...	850	210	640	...	75·29

* Of these one man was punished with five lashes, hence omitted from the detailed statement of imprisonments and fines, there being no proper column for such punishment.

OF THE INLAND CUSTOMS DEPARTMENT, N. W. P. SECTION.

20. Out of the 709 persons committed for trial, particulars of magisterial decisions in 68 cases were wanting when the year closed, 583 persons, or 90·95 per cent., were convicted, and only 58 acquitted. This is a result as gratifying to the head of the department as it is creditable to the committing officers of this section, especially when the difficulties attending prosecution in this branch of the department are borne in mind. Agra is the only circle in the North-Western Provinces where the convictions are discreditably low.

Action taken by magisterial authorities.

21. The following abstract shows the causes assigned by the District Courts for the acquittals which took place during the year :—

Causes of release by Magistrates.

Name of District.	Causes of Acquittal.							Remarks.
	Want of proof.	Impurity of substance seized.	Non-attendance of Witnesses.	Discrepancies in evidence of Customs men.	False reports by informers.	Absconding of accused.	Total.	
Agra	4	...	...	...	...	...	4	
Allygurh	1	...	...	...	...	...	1	
Etah	9	...	...	...	...	2	11	
Boolundshuhur	1	...	...	...	...	...	1	
Budaon	1	...	...	...	...	2	3	
Barcilly	1	...	...	...	...	...	1	
Etawah	1	...	...	...	..	...	1	
Furruckabad	1	...	...	...	...	...	1	
Shahjehanpore	2	...	...	...	...	...	2	
Cawnpore	3	...	...	...	...	...	3	
Allahabad	19	...	...	...	...	1	20	
Jounpore	2	...	...	1	...	...	3	
Ghazeepore	3	...	...	...	...	...	3	
Azimgurh	2	...	...	...	...	...	2	
Goruckpore	...	...	...	...	...	2	2	
Total ...	50	...	...	1	...	7	58	

22. The punishments awarded by the courts to those criminally convicted are detailed in the following table :—

Detail of punishments by Courts.

Year.	Imprisoned in Default of Payment of Fine.								Paid Fines.															
	No. imprisoned for 6 months.	No. imprisoned above 3 months.	Above 2 months.	Above 1 month.	Above 15 days.	Above 10 days.	Below 10 days.	Total who underwent imprisonment.	Above Rs. 100 and below Rs. 250.	Aggregate paid.	Above Rs. 50 and below Rs. 100.	Aggregate paid.	Above Rs. 30 and below Rs. 50.	Aggregate paid.	Above Rs. 20 and below Rs. 30.	Aggregate paid.	Above Rs. 10 and below Rs. 20.	Aggregate paid.	Above Rs. 5 and below Rs. 10.	Aggregate paid.	Below Rs. 5.	Aggregate paid.	Total who paid fines.	Aggregate paid.
1870-71.										Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.
Agra	...	...	...	2	...	...	...	2	...	.....	...	.....	...	.....	1	20 0 0	1	10 0 0	...	.....	...	.....	2	30 0 0
Allygurh	...	3	1	4	8	...	...	...	16	...	.....	...	1	50 0 0	...	4	154 9 6	16	392 3 1	7	95 4 9	2	12 0 0	...	.....	39	704 1 4
Boolundshuhur	...	...	...	...	1	...	...	...	1	.....	...	.....	...	.....	...	.....	...	.....	...	.....	...	.....	...	.....	...	.....
Budaon	...	...	1	1	1	...	...	...	3	.....	...	.....	...	.....	2	50 0 0	2	30 0 0	4	40 0 0	...	.....	...	.....	8	120 0 0
Mynpoorie	...	2	19	10	4	...	1	...	36	.....	...	.....	3	109 12 6	3	135 0 0	9	126 0 0	2	18 3 3	2	12 11 0	22	401 11 6
Furruckabad	...	...	2	4	5	...	...	...	11	.....	...	.....	2	70 0 0	5	115 0 0	21	217 0 0	10	59 0 0	2	5 0 0	40	466 0 0
Cawnpore	...	...	...	3	2	1	...	...	6	4	400 0 0	4	202 0 0	2	60 0 0	7	165 0 0	1	45 9 0	4	26 12 9	...	2 15 3	22	902 5 0
Futtehpore	...	...	1	10	...	...	...	...	11	.....	...	.....	...	.....	...	.....	...	.....	17	99 0 0	8	32 0 0	25	131 0 0
Allahabad	...	5	4	11	30	2	...	...	52	.....	1	50 0 0	4	130 0 0	3	60 0 0	14	155 0 0	3	15 0 0	6	16 12 0	31	426 12 0
Jounpore	...	2	1	20	26	4	...	...	53	.....	...	.....	1	30 0 0	3	60 0 0	29	337 0 0	40	226 0 0	60	180 0 0	133	833 0 0
Ghazeepore	...	...	6	16	10	2	...	...	34	2	200 0 0	4	220 0 0	1	30 0 0	...	.....	14	148 0 0	14	71 5 0	4	23 9 6	39	692 14 6
Goruckpore	...	...	...	...	1	...	...	2	3	...	.....	...	.....	...	.....	...	.....	2	20 0 0	1	5 0 0	...	.....	2	25 0 0
Total	...	12	33	70	99	10	1	2	227	6	600 0 0	10	522 0 0	17	584 6 0	43	997 3 1	100	1,183 14 6	97	572 5 0	82	272 15 9	355	4,732 12 4
1869-70.																								
Agra	...	...	4	9	13	...	...	...	26	...	.....	...	.....	...	.....	...	.....	2	20 0 0	5	25 0 0	...	.....	7	45 0 0
Allygurh	...	...	3	8	3	...	...	...	14	...	.....	...	.....	1	30 0 0	3	60 0 0	5	62 1 3	3	15 0 0	1	2 0 0	13	169 1 3
Boolundshuhur	...	...	...	...	...	...	...	...	...	...	.....	...	.....	...	.....	...	.....	...	.....	...	.....	...	.....	...	.....
Budaon	...	...	...	2	...	1	...	...	3	...	.....	...	.....	...	.....	...	.....	1	10 0 0	3	15 0 0	...	.....	4	25 0 0
Mynpoorie	...	...	...	9	...	...	...	...	9	...	.....	1	50 0 0	...	.....	3	65 0 0	14	178 5 0	12	60 0 0	...	8 1 0	30	361 6 0
Furruckabad	...	...	...	4	7	1	...	...	12	...	.....	...	.....	...	.....	...	.....	27	290 0 0	15	82 0 0	17	36 0 0	59	408 0 0
Cawnpore	...	...	...	1	1	...	...	...	2	1	100 0 0	1	50 0 0	2	65 0 0	3	60 0 0	2	25 0 0	1	5 0 0	...	0 8 3	10	305 8 3
Futtehpore	...	...	...	...	1	...	...	...	1	...	.....	...	.....	...	.....	1	20 0 0	...	.....	3	15 0 0	...	0 2 0	4	35 2 0
Allahabad	...	1	3	13	23	10	...	4	54	...	.....	...	.....	...	.....	2	45 0 0	19	202 0 0	25	128 0 0	13	35 0 0	59	410 0 0
Jounpore	...	...	9	20	34	...	...	...	63	1	100 0 0	...	.....	...	.....	15	340 0 0	40	486 0 0	33	167 0 0	33	33 7 0	122	1,176 7 0
Ghazeepore	...	...	9	8	5	...	1	1	24	4	500 0 0	...	.....	1	30 0 0	3	65 0 0	12	130 0 0	6	30 0 0	7	15 15 6	33	770 15 6
Goruckpore	...	...	...	2	2	...	...	...	4	...	.....	...	.....	...	.....	...	.....	1	10 0 0	4	20 8 0	2	4 15 11	7	35 7 11
Total	...	1	28	76	89	12	1	5	212	6	700 0 0	2	100 0 0	4	125 0 0	30	655 0 0	123	1,413 6 3	110	562 8 0	73	186 1 8	348	3,741 15 11
1868-69.																								
Agra	...	...	...	1	6	...	...	...	7	...	.....	...	.....	...	.....	...	.....	7	75 0 0	2	10 0 0	...	.....	9	85 0 0
Allygurh	...	1	1	4	7	...	...	...	13	...	.....	1	50 0 0	1	40 0 0	4	80 0 0	4	41 0 0	1	5 0 0	3	3 0 0	14	219 0 0
Boolundshuhur	...	...	...	...	...	...	...	...	...	...	.....	1	50 0 0	...	.....	...	.....	...	.....	...	.....	...	.....	1	50 0 0
Budaon	...	...	...	2	...	...	...	...	2	...	.....	...	.....	...	.....	1	20 0 0	4	40 0 0	...	.....	...	2 10 0	5	62 10 0
Mynpoorie	...	...	10	6	5	...	...	...	21	1	108 3 2	4	200 0 0	...	.....	8	185 0 0	15	170 3 6	4	20 0 0	...	1 12 0	32	685 2 8
Furruckabad	...	...	...	6	5	...	...	...	11	...	.....	...	.....	...	.....	1	20 0 0	12	125 0 0	10	70 5 3	...	.....	23	215 5 3
Cawnpore	...	...	...	4	3	...	...	...	7	...	.....	2	100 0 0	1	40 0 0	4	85 0 0	8	90 0 0	3	15 0 0	...	.....	18	330 0 0
Futtehpore	...	...	...	...	6	...	...	...	6	...	.....	1	50 0 0	...	.....	...	.....	6	60 0 0	25	129 9 11	15	33 12 11	47	273 6 10
Allahabad	...	...	4	9	35	18	...	4	70	...	.....	...	.....	1	30 0 0	4	85 0 0	30	315 0 0	13	71 2 0	34	74 7 10	82	575 9 10
Jounpore	...	...	11	32	21	1	...	2	67	...	.....	...	.....	1	30 0 0	2	40 0 0	27	279 12 3	45	263 10 3	55	189 2 9	130	802 9 3
Ghazeepore	...	...	6	7	10	3	...	...	26	...	.....	1	55 0 0	...	.....	...	.....	6	60 0 0	16	86 0 0	18	42 12 9	41	248 12 9
Goruckpore	...	...	...	3	1	...	...	...	4	...	.....	...	.....	...	.....	...	.....	1	10 0 0	1	6 10 8	2	0 11 0	4	17 5 8
Total	...	1	32	74	99	22	...	6	234	1	108 3 2	10	505 0 0	4	140 0 0	24	515 0 0	120	1,265 15 9	120	677 6 1	127	348 5 3	406	3,559 14 3

OF THE INLAND CUSTOMS DEPARTMENT, N. W. P. SECTION.

Analysis of Punishments.

Out of the 582 persons convicted, 355 or 60·99 per cent. paid fines averaging 13·33 rupees, and 227 went to jail. The average of those who underwent imprisonment either from disinclination or inability to pay fines is somewhat in excess of that in 1869-70. The increase in the average amount of fines imposed is a satisfactory sign of the disposition of District Officers to aid this department in its effort to discourage and suppress illicit manufacture; the good will and support of Magistrates are more to us than a reinforcement of the strength of the executive would be.

Saltpetre export.
Decrease.

23. The quantity of saltpetre exported from Calcutta during 1870-71 has amounted to 590,962 maunds, being less by 44,154 maunds than the quantity exported in 1869-70. Prices of refined saltpetre of the lowest rate of refraction have varied from Rs. 6-11 to 9 per factory maund. When the year opened it was selling in Calcutta at Rs. 6-11, and, after rising to Rs. 9, in August it fell by the time the year closed to Rs. 6-14 per factory maund.

Months.	1870-71.	1869-70.	1868-69.
	Maunds.	Maunds.	Maunds.
April	35,861	63,880	65,062
May	81,014	48,765	44,741
June	44,600	53,182	18,880
July	67,444	29,518	31,668
August	37,492	43,116	26,872
September	60,738	53,726	25,170
October	31,722	51,366	39,560
November	45,072	76,072	34,321
December	37,068	51,004	58,550
January	70,925	59,807	5,422
February	33,734	59,250	61,147
March	45,292	45,430	54,173
Total	590,962	635,116	465,566

Salt cleared from bond.
Increase.

24. The following table shows the quantity of salt cleared from bond in refineries during 1870-71 to have been 1,925·66 maunds in excess of the clearance during 1869-70 :—

Year.	Salt educed in Refineries under Mooshriffs.	Duty thereon at Rs. 3 per maund.	Received under contract.	Fractional receipts.	Total.
1870-71 ...	16246·37	48739·11	2123·75	1·58	50864·45
1869-70 ...	14320·71	42962·13	1845·75	1·70	44809·59

Contracts under section 7 of Act XXXI of 1861.

25. The contract system of working refineries obtains only in the Deputy Inspectorships of Ghazeepore, Jounpore, and Futtehpore, where it cannot be said to have gained ground.

Price of salt manufactured in saltpetre refineries.

26. Saltpetre salt has sold readily throughout the North-West at rates ranging between Rs. 3-12 and 4 per maund. It is generally sold unadulterated, but, where care has not been bestowed on its purification, it is mixed with other salts before being sold.

SUPPLY OF TAXED SALTS.

Importation of eastern salt has increased.

A consignment of Bombay salt came this year into the North-West Provinces for sale.

Trade in western salt has somewhat declined this year.

27. Regarding the supply of taxed salts to the area within the Inland Customs line, it is asserted that eastern salt has this year been extensively imported into the Goruckpore, Ghazeepore, and Azimgurh districts. A despatch was sent into Jounpore, but failed to find purchasers there. It is alleged that during the year under review, a consignment of Bombay salt or Kokan was sent to Benares. This, if correct, is an ominous fact for western salt, which, until now, has swayed the market as low down as Jubbulpore. Our local officers at Allahabad and Benares have not, however, heard of this consignment having reached the latter city. It is affirmed that in the market of the Doab and Rohilkund, the western salt trade has not been so brisk as in former years—a matter which may well be believed—when the depressed condition of our line revenues is remembered. Over-stocked markets and scarcity of carriage are assigned as the causes contributing to this dullness of trade. Prices of the commoner description of taxed salt have ruled this year favorably for purchases. Trade seems to have been dullest at Cawnpore.

Establishments.
Casualties.
Death-rate increased.

28. The subjoined table exhibits the casualties among the force during the year under review. The death-rate has risen from ·09 per mille in 1869-70 to 8·8 per mille in 1870-71, owing to the great prevalence of fever during the latter year. The general conduct of the establishment has been good, against 58 dismissals for misconduct in 1869-70, there were 40 in the year under review. The total percentage of casualties in the whole force amounted to 11·95 per cent. against 10·33 in 1869-70. Even the lower rate in 1869-70 is higher than it is in our line divisions, but some allowance must be made for the peculiar nature of the duties of the force in this section :—

Total percentage of casualties.

	Number of each Rank and Grade.							Total Subordinate Establishment.	Percentage of total of each kind of casualty on total establishment.
	Sub-Deputy Inspectors.	Mohurirs.	Mooshriffs.	Kotegirahts.	Jemadars.	Peons.	Orderlies.		
Total sanctioned	32	24	135	49	65	653	54	1,012	
During the year died	...	...	3	...	1	5	...	9	0·88
Dismissed for misconduct	1	2	9	4	5	19	...	40	3·95
Failed to rejoin	1	1	3	2	2	28	...	37	3·65
Removed as unfit for service	...	...	...	...	...	4	...	4	0·39
Resigned	1	1	2	2	1	24	...	31	3·06
Total casualties	3	4	17	8	9	80	...	121	11·95
Percentage of casualties on whole force	...	...	...	...	...	...	...	...	11·95

OF THE INLAND CUSTOMS DEPARTMENT, N. W. P. SECTION.

Causes of dismissal.

The causes which led to dismissal are set forth in the following table. The grave offences of colusion, falsification of records and reception of bribes, constitute 45 per cent. of the entire dismissals. Only one servant of the department was criminally prosecuted in this section during the year under review for an offence against the public; the offence charged was misappropriation of property and the sentence three months' imprisonment with hard labor :—

Criminal prosecution for offence against the public.

Causes of Dismissals in force.	Sub-Deputy Inspectors.	Mohurrirs.	Mooshriffs.	Kotegushts.	Jemadars.	Lance Jemadars and Peons.	Orderlies.	Total.
Collusion	...	...	4	...	...	1	...	5
Falsifying records and false reports	1	...	3	2	1	2	...	9
Reception of bribes	...	1	1	1	...	1	...	4
Unauthorized absence	...	...	...	...	...	...	...	...
Disobedience and disrespect to officers	...	...	...	...	2	7	...	9
False returns of residence	...	...	...	...	...	...	...	...
Asking gratuities...	...	...	...	...	...	...	...	...
Illegal seizures	...	...	...	...	1	...	...	1
Allowing escape of prisoners	...	...	...	...	...	...	...	...
Miscellaneous	...	1	1	1	1	8	...	12
Grand Total	1	2	9	4	5	19	...	40

OFFICERS

29. Fourteen officers have done duty during the year in this section as Deputy Inspectors, on the whole they have as a body, worked well. Those deserving of special mention are named in the Commissioner's General Review. Mr. Ray, Assistant Commissioner, is deserving of high commendation for the efficient manner in which he has administered the important charge entrusted to him.

are, as a body, deserving of praise. Mr. Ray specially mentioned.

W. O. BELL,

Depy. Commr., Inland Customs.

Name of Officer in full.	Grade.	Dates from and to which he belonged to this and other Assistant Commissionerships.	Total day's service in the year.	Deduct.							Net day's actual duty in this Assistant Commissionership.	Work done.			
				In transit.	On leave.	Casual leave.	Excused duty.	Special duty.	In charge of Assistant Commissioners Office.	Total.		Total.		Average.	
												Miles.	Factories inspected.	Miles.	Factories inspected.
			Days.	Days.	Days.	Days.	Days.	Days.	Days.	Days.	Days.				
Mr. John Dobson Young	Deputy Inspector	From 1st March 1870 to 28th February 1871 ...	365	17	37	...	7	...	...	61	304	1,196	358	3·93	1·17
		Kuhror Division.													
„ John Charles Spence	Officiating ditto	From 1st March 1870 to 28th February 1871 ...	365	...	...	...	...	...	...	...	365	5,604	...	15·35	0·00
		Jhansie Division.													
„ Charles Blackburn Stout	Deputy ditto	From 1st March 1870 to 30th April 1870	61	2	...	5	...	...	...	7	54				
		Internal Branch.													
		From 1st May 1870 to 28th February 1871	304	14	...	6	...	...	...	20	284				
			365	16	...	11	...	...	...	27	338	1,641	154	4·85	0·45
„ Walter Andrew Kingston	Ditto ditto	From 1st March 1870 to 28th February 1871 ...	365	...	318	...	...	...	...	318	47	302	119	6·42	2·53
„ Charles Melville Smith	Ditto ditto	„ „ „ „ „ ...	365	...	...	5	15	...	...	20	345	1,818	931	5·27	2·69
„ Celesten George Amor Durant	Ditto ditto	„ „ „ „ „ ...	365	...	...	...	...	...	...	...	365	3,247	1,196	8·89	3·27
		Delhi Division.													
„ Frederick William MacAliff Fallow	Ditto ditto	From 1st March 1870 to 27th September 1870 ...	260	11	...	...	...	...	...	11	249				
		Agra Division.													
		From 8th October 1870 to 15th November 1870.													
		Internal Branch.													
		From 16th November 1870 to 28th February 1871 ...	105	2	...	...	...	...	...	2	103				
			365	13	...	...	...	...	...	13	352	2,894	47	8·22	0·13
		Jhansie Division.													
„ Baron Kavanagh	Ditto ditto	From 1st March 1870 to 3rd September 1870 ...	187	...	...	...	16	...	...	16	171				
		Internal Branch.													
		From 4th September 1870 to 28th February 1871 ...	178	...	60	...	...	...	...	60	118				
			365	...	60	...	16	...	...	76	289	3,163	559	10·94	1·93
„ Hamilton Browne	Ditto ditto	From 1st March 1870 to 28th February 1871 ...	365	...	...	...	...	...	...	...	365	2,399	1,240	6·57	3·39
„ Frederick Hardingham	Ditto ditto	„ „ „ „ „ 22nd December 1870 ...	297	...	...	...	...	...	...	...	297	1,118	228	3·76	0·76
„ Albert Frederick Ashton	Officiating ditto	„ 23rd Dec. „ „ 28th February 1871 ...	68	...	...	...	...	...	...	...	68	197	6	2·89	0·88
„ William Cannon Howard	Deputy ditto	„ 1st March „ „ „ „ „ ...	365	...	...	...	7	...	...	7	358	2,905	997	3·11	2·78
„ Henry Sadler MacCheane	Ditto ditto	„ „ „ „ „ „ „ „ ...	365	...	78	...	7	...	...	85	280	1,586	3,051	5·66	10·89
												28,070			

ANNEXURE A.

Months.	Collections for 1869-70.			Total 1869-70.	Total 1870-71.	Collections for 1870-71.			Increase.	Decrease.
	Fees.	Fines on Factories and sales.	Duty on Salt.			Fees.	Fines on Factories and sales.	Duty on Salt.		
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
April	9,245 0 0	50 0 2	3,113 0 10	12,408 1 0	20,140 1 9	17,679 12 0	.....	2,460 5 9	7,732 0 9	.....
May	378 0 0	33 4 0	5,992 13 11	6,404 1 11	10,976 8 6	4,627 4 0	1 2 0	6,348 2 6	4,572 6 7	.....
June	245 8 0	16 0 6	4,967 2 7	5,228 11 1	6,290 14 3	28 12 0	15 9 0	6,246 9 3	1,062 3 2	.....
July	3,438 0 0	39 4 6	5,396 0 6	8,873 5 0	8,158 14 5	3,006 0 0	19 6 0	5,133 8 5	.....	714 6 7
August	1,024 0 0	9 6 0	2,550 8 7	3,583 14 7	3,158 13 11	952 0 0	18 7 6	2,188 6 5	.....	425 0 8
September	214 0 0	5 6 3	3,056 8 0	3,275 14 3	3,809 8 4	212 0 0	0 12 0	3,596 12 4	533 10 1	.....
October	1,170 0 0	0 4 0	2,067 12 2	3,238 0 2	4,881 7 9	1,766 8 0	7 8 6	3,107 7 3	1,643 7 7	.....
November	4,439 0 0	3 8 0	2,470 0 9	6,912 8 9	7,953 3 3	4,590 8 0	6 12 0	3,355 15 3	1,040 10 6	.....
December	4,807 6 0	0 12 0	1,649 10 6	6,457 6 6	9,560 0 4	5,515 0 0	1 8 0	4,043 8 4	3,102 9 10	.....
January	3,012 8 0	2 [illegible] 8	2,885 5 0	5,899 14 8	6,312 6 0	3,144 8 0	7 4 0	3,160 10 0	412 7 4	.....
February	4,067 8 0	1 9 0	3,206 7 11	7,275 8 11	6,941 6 4	2,013 0 0	5 1 0	4,923 5 4	.....	334 2 7
March	7,435 0 0	1 [illegible] 0	7,454 2 9	14,890 8 9	12,767 12 5	6,466 0 0	2 0 0	6,299 12 5	.....	2,122 12 4
Total ...	39,475 8 0	162 [illegible] 1	44,809 9 6	84,447 15 7	1,00,951 1 3	50,001 4 0	85 6 0	50,864 7 3	20,099 7 10	3,596 6 2
Deduct decrease	.....	.....	.....	.....	.....	.....	.....	... ..	3,596 6 2	
Net increase	.....	.....	.....	.....	.....	.....	.....	.....	16,503 1 8	

APPENDIX F.
INTERNAL DEPT.
N. W. P.

ANNEXURE B.

Annual Comparative Statement of Departmental Collections for 1870-71.

Names of Customs Circles.	Amount of Collections in 1869-70.	Amount of Collections in 1870-71.	Increase.	Decrease.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Agra	1,989 10 0	2,048 6 3	58 12 3	.....
Allygurh	13,554 4 1	24,030 10 4	10,476 6 3	.....
Boolundshuhur	2,211 7 9	3,572 2 7	1,360 10 10	.....
Budaon	2,743 0 3	2,801 1 11	58 1 8	.....
Mynpoorie	3,904 13 0	4,300 2 8	395 5 8	.....
Furruckabad	23,173 11 4	24,903 11 2	1,729 15 10	.....
Cawnpore	11,146 12 0	9,294 12 6	.....	1,851 15 6
Futtehpore	8,061 12 6	9,717 4 9	1,655 8 3	.....
Allahabad	6,046 3 10	6,862 5 7	816 1 9	.....
Jounpore	1,609 14 8	2,663 9 5	1,053 10 9	.....
Ghazeepore	7,330 3 3	8,017 15 5	687 12 2	.....
Goruckpore	2,676 2 11	2,738 14 8	62 11 9	.....
Total ...	84,447 15 7	1,00,951 1 3	18,355 1 2	1,851 15 6
		Deduct decrease	1,851 15 6	
		Net increase	16,503 1 8	

ANNEXURE C.

NUMBER AND DESCRIPTION OF WORKS IN 1869-70.	LICENSES ISSUED IN 1869-70.					LICENSES ISSUED IN 1870-71.									
	Fees.	Duplicate Licenses.	Fees.	Total.		No. and description of works in 1870-71.	Fees.	Duplicate Licenses.	Fees.	Total.		Increase.		Decrease.	
				No. of Licenses issued.	Fees.					No. of Licenses issued.	Fees.	No. of Licenses issued.	Fees.	No. of Licenses issued.	Fees.
	Rs. A. P.		Rs. A. P.				Rs. A. P.		Rs. A. P.		Rs. A. P.				
5,796 Crude Saltpetre Works ...	11,592 0 0	30	15 0 0	5			0 0	33	16 8 0	6,510	12,970 8 0	684	1,363 8 0	...	.....
504 Sujjee ditto ...	1,008 0 0	....	.....						.....	1,179	2,358 0 0	675	1,350 0 0	...	.....
205 Russee ditto ...	410 0 0	1	0							277	554 0 0	71	143 80	...	.....
743 Kharee ditto ...	18,575 0 0	2	12							031	25,643 12 0	286	7,056 4 0	...	.....
7,248 Total ...	31,585 0 0	33	28								4 0	1,716	9,913 4 0	...	.....
157 Refineries	7,850 0 0	1	12								0	13	612 8 0	...	.....
Grand Total of Crude Works and Refineries ...	.....		.....							001	4 0	...	10,525 12 0	..	.....

Names of Circles.	Description of Works.	Number of Licenses.	Fees.										Total.		Increase.		Decrease.	
													Number of Licenses.	Fees.	Number of Licenses.	Fees.	Number of Licenses.	Fees.
			Rs. A. P.											Rs. A. P.		Rs. A. P.		Rs. A. P.
Agra	Crude Saltpetre	178	356 0 0										227	454 0 0	48	97 8 0	...	.....
	Russee	...	.....										...	.....	...	.....	...	.....
	Kharee	...	.....										...	.....	...	.....	...	.....
		178	356 0 0										227	454 0 0	48	97 8 0	...	.....
	Refineries	9	450 0 0										3	600 0 0	3	150 0 0	...	.....
		...	.....										...	1,054 0 0	...	247 8 0	...	.....
Allygurh	Crude Saltpetre	648	1,296 0										...	1,554 8 0	128	257 8 0	...	.....
	Russee	...	.....										...	.....	...	.....	...	.....
	Kharee	132	3,300										18	8,662 8 0	216	5,362 8 0	...	.....
		780	4,596										1,126	10,217 0 0	344	5,620 0 0	...	.....
	Refineries	35	1,750										34	1,662 8 0	...	.....	1	87 8 0
		...	.....										...	11,879 8 0	...	5,620 0 0	...	87 8 0
Boolundshuhur ...	Crude Saltpetre	91	182 0									0 8 0	151	300 8 0	60	118 8 0	...	.....
	Russee	...	.....									.....	...	.....	...	.....	...	.....
	Kharee	65	1,625 0									.....	113	2,825 0 0	48	1,200 0 0	...	.....
		156	1,807 0 0									1	0 8 0	264	3,125 8 0	108	1,318 8 0	...	.....
	Refineries	1	50 0 0									0 0	...	.....	2	100 0 0	...	37 8 0	...	.....
		...	.....									.....	...	.....	...	3,225 8 0	...	1,356 0 0	...	.....
Budaon	Crude Saltpetre	432	864 0 0							521	1,042 0 0	11	5 8 0	532	1,047 8 0	95	181 0 0	...	.....
	Russee	134	268 0 0							...	.....	...	.....	...	.....	...	.....	134	268 0 0
	Kharee	44	1,100 0 0							54	1,350 0 0	1	6 4 0	55	1,356 4 0	11	256 4 0	...	.....
		610	2,232 0 0	5	2 8 0			2,234 8 0		575	2,392 0 0	12	11 12 0	587	2,403 12 0	106	437 4 0	134	268 0 0
	Refineries	4	200 0 0	...	.....	4	200 0 0			3	150 0 0	...	.....	3	150 0 0	...	.....	1	50 0 0
		...	.....	...	.....	...		2,434 8 0		...	.....	...	.....	...	2,553 12 0	...	437 4 0	...	318 0 0
Mynpoorie... ...	Crude Saltpetre	456	912 0 0	5	2 8 0	461	914 8 0			511	1,022 0 0	6	3 0 0	517	1,025 0 0	56	110 8 0	...	.....
	Russee	27	54 0 0	...	.....	27	54 0 0			35	70 0 0	...	.....	35	70 0 0	8	16 0 0	...	.....
	Kharee	26	650 0 0	...	.....	26	650 0 0			40	1,000 0 0	...	.....	40	1,000 0 0	14	350 0 0	...	.....
		509	1,616 0 0	5	2 8 0	514	1,618 8 0			586	2,092 0 0	6	3 0 0	592	2,095 0 0	78	476 8 0	...	.....
	Refineries	14	700 0 0	...	.....	14	700 0 0			15	750 0 0	...	.....	15	750 0 0	1	50 0 0	...	.....
		...	.....	...	.....	...	2,318 8 0			...	.....	...	.....	...	2,845 0 0	...	526 8 0	...	.....
Furruckabad ...	Crude Saltpetre	544	1,088 0 0	2	1 0 0	546	1,089 0 0			585	1,170 0 0	2	1 0 0	587	1,171 0 0	41	82 0 0	...	.....
	Russee	23	46 0 0	...	.....	23	46 0 0			22	44 0 0	...	.....	22	44 0 0	...	.....	1	2 0 0
	Kharee	46	1,150 0 0	2	12 8 0	48	1,162 8 0			53	1,325 0 0	...	.....	53	1,325 0 0	5	162 8 0	...	.....
		613	2,284 0 0	4	13 8 0	617	2,297 8 0			660	2,539 0 0	2	1 0 0	662	2,540 0 0	46	244 8 0	1	2 0 0
	Refineries	28	1,400 0 0	...	.....	28	1,400 0 0			32	1,600 0 0	1	12 8 0	33	1,612 8 0	5	212 8 0	...	.....
		...	.....	...	.....	...	3,697 8 0			...	.....	...	.....	...	4,152 8 0	...	457 0 0	1	2 0 0

CAWNPORE ...	Crude Saltpetre ...	...	386	772 0		3	1 8 0		389	773 8 0		423	846 0 0	...	.....		423	846 0 0		34	72 8 0	...	.....	
	Sujjee ...	...	...	.....		...	.....		...	.....		...	.....	...	.....		...	.....		...	.....	...	.....	
	Russee ...	...	21	42 0 0		1	0 8 0		22	42 8 0		220	440 0 0	...	.....		220	440 0 0		198	397 8 0	...	.....	
	Kharee ...	...	120	3,000 0 0		...	.....		120	3,000 0 0		28	700 0 0	1	6 4 0		29	706 4 0		...	.....		91	2,293 12 0
			527	3,814 0 0		4	2 0 0		531	3,816 0 0		671	1,986 0 0	1	6 4 0		672	1,992 4 0		232	470 0 0		91	2,293 12 0
	Refineries ...	...	19	950 0 0		...	.....		19	950 0 0		23	1,150 0 0	...	.....		23	1,150 0 0		4	200 0 0		...	.....
			...	.....		...	.....		...	4,766 0 0		...	.....	...	.....		...	3,142 4 0		...	670 0 0		...	2,293 12 0
FUTTEHPORE ...	Crude Saltpetre ...	...	227	454 0 0		...	.....		227	454 0 0		238	476 0 0	1	0 8 0		239	476 8 0		12	22 8 0		...	.....
	Russee ...	...	...	.....		...	.....		...	.....		...	.....	...	.....		...	.....		...	.....		...	.....
	Kharee ...	...	244	6,100 0 0		...	.....		244	6,100 0 0		313	7,825 0 0	3	18 12 0		316	7,843 12 0		72	1,748 12 0		...	.....
			471	6,554 0 0		...	.....		471	6,554 0 0		551	8,301 0 0	4	19 4 0		555	8,320 4 0		84	1,766 4 0		...	.....
	Refineries ...	...	4	200 0 0		...	.....		4	200 0 0		4	200 0 0	...	.....		4	200 0 0		...	.....		...	.....
			...	.....		...	.....		...	6,754 0 0		...	.....	...	.....		...	8,520 4 0		...	1,766 4 0		...	.....
ALLAHABAD... ...	Crude Saltpetre ...	...	463	926 0 0		1	0 8		464	926 8 0		468	936 0 0	...	.....		468	936 0 0		4	9 8 0		...	.....
	Sujjee ...	...	...	.....		...	.....		...	.....		2	4 0 0	...	.....		2	4 0 0		2	4 0 0		...	.....
	Russee ...	...	...	.....		...	.....		...	.....		...	.....	...	.....		...	.....		...	.....		...	.....
	Kharee ...	...	50	1,250 0 0		...	.....		50	1,250 0 0		75	1,875 0 0	...	.....		75	1,875 0 0		25	625 0 0		...	.....
			513	2,176 0 0		1	0		514	2,176 8 0		545	2,815 0 0	...	.....		545	2,815 0 0		31	638 8 0		...	.....
	Refineries ...	...	8	400 0 0		...	...		8	400 0 0		9	450 0 0	...	.....		9	450 0 0		1	50 0 0		...	.....
			...	.....		...	...		...	.....		...	.....	...	.....		...	3,265 0 0		...	688 8 0		...	.....
JOUNPORE	Crude Saltpetre ...	...	207	414 0 0		2	...		209	...		258	516 0 0	8	4 0 0		266	520 0 0		57	105 0 0		...	.....
	Sujjee ...	...	212	424 0 0		...	...		212	...		780	1,560 0 0	...	.....		780	1,560 0 0		568	1,136 0 0		...	.....
	Russee ...	...	...	.....		...	...		...	...		...	.....	...	.....		...	.....		...	.....		...	.....
	Kharee ...	...	4	100 0 0		...	...		4	...		...	.....	...	.....		...	.....		...	.....		4	100 0 0
			423	938 0 0		...	...		423	...		...	.....	8	4 0 0		1,046	2,080 0 0		625	1,241 0 0		4	100 0 0
	Refineries ...	...	4	200 0 0		...	...		4	...		...	.....	...	.....		3	150 0 0		...	.....		1	50 0 0
			...	.....		...	...		...	...		...	.....	...	.....		...	2,230 0 0		...	1,241 0 0		...	150 0 0
GHAZEEPORE ...	Crude Saltpetre																1,483	2,966 0 0		205	413 0 0		...	.....
	Sujjee																396	792 0 0		104	208 0 0		...	.....
																	...	.....		...	.....		...	.....
																	50	0 0		...	.....		10	250 0 0
																		08 0 0		309	621 0 0		10	250 0 0
																		0 0		3	150 0 0		...	.....
																		0 0		...	771 0 0		...	250 0 0

ANNEXURE E.

Licenses of both letters refused.

NAME OF CIRCLE.	A.	B.
Agra	1	.....
...vgurh	3	.....
...hur	7	.....
....	2	.....
... ...	33	.....
... ...	2	.....
....	17	.....
... ...	18	.....
... ...	44	.....
... ...	24	.....
... ...	71	1
... ...	32	.....
...AL ...	254	1

F.

...icenses.

	COMMITTED FOR TRIAL.							
					Cases.		Men.	
	...69-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.
...	3	...	10	...	3	...	4	...
...	4	1	11	5	2	...	5	...
...	...	...	...	...	...	...	...	...
...	6	...	8	...	...	...	...	...
...	7	1	8	2	2	1	3	1
...	4	3	6	12	4	1	5	1
...	...	...	2	...	8	...	1	...
...	1	...	1	...	1	...	1	...
...	26	66	36	74	25	49	35	57
...	21	6	21	6	11	3	11	3
...	19	29	24	43	14	21	17	23
...	2	...	3	...	1	...	1	...
...AL ...	93	108	128	150	64	76	82	88

Review of the Administration of the
of the Inland Customs D

As in the North-West
Department, so in Oudh n
nomy of the force or its are
the year under review. Th
out in the opening parag
attended with no ill resul
having been found sufficien

2. The gross realisat
Rs. 12,062·50 in 1869-70,
1870-71 of Rs. 349·35, or 2
this small increase is deriv
table, exhibiting the realisa
of three preceding years :—

Year.	Fe Lice
1870-71	342
1869-70	317
1868-69	244
1867-68	382

3. A monthly detail of coll
A, which also shows how the
comparison, however, beyond
tuate, has little practical value
rain in one year, the acci
more regularly in one yea
the monthly collection sh
realisations of the yea
in which each circle
Mr. Hay, the Assistan
fair comparison with pas
statement in consequenc
prised in each circle on the
consideration of the causes of
circle will be of some real value.

4. It has not been necessary again
as too impure for sale, any salt educed in th
saltpetre in the refineries of this section.

5. It will have been observed in the tab
graph 2 of this review that the items of "Licens
on salt" have each contributed, the former most lar
collections of 1870-71 in advance of those for the p
"The increase in fees is owing to a healthier stat
petre trade, which has induced more people to com
licenses." Some credit is also perhaps due to the
local Salt Works at Mallowna, which set free for
their old profession a number of crude saltpetre r
The increase, small though it is, in the amount
collected, is merely the expected result of activity
and refined saltpetre trade in the province. The
miscellaneous collections, fines, and confiscations

YEAR.	Assistant Commissioner and Office.	Officers—Deputy Inspectors and Sub-Deputy Inspectors.	Men.	Total fixed	Travel							
1870-71 ...	9755·64	20484·31	24635·67	54875·63	2259·60				1338·00	1810·51	6613·32	
1869-70 ...	10768·58	23630·04	23160·36	57559·00	2197·64	606·95	14·34	584·50	21·62	952·32	4352·56	8729·96	66288·96
1868-69 ...	9371·00	22838·09	19480.05	51689·15	2218·29	477·71	·00	698·25	8·34	346·11	958·00	4706.73	56395·88
1867-68 ...	1867·68	21895·82	19763·41	51064·73	1032·20	245·00	·00	814·00	2·18	362·07	650·47	3105·94	54170·67

His nature, which we may call casual,
control.

the Oudh Section during 1870-71
Rs. 66,288·96 in the preceding
year under review of Rs. 5,800,
amounted to Rs. 54,875·63
less, and contingencies to
·24 per cent. less than in
ges is of course principally
spector and his office-staff.
nissioner's own Office was
ing to his arrears of increas-
e former year. The very
arges is due chiefly to a
h was incurred in 1869-70,
0-71 are free from. With
item.—"Half fines as per
d falls with the penal action
d that the different contin-
compared with the year
nishes a detail of the fixed
1 compared with those for

7. It is unfair to the administr
review to compare its charges with thos
when the salaries of the Executive
standing the subjoined table exhib
for 1870-71, compared with those
it will no doubt be seen wi
altered circumstances, and the
with these years :—

Year.	Gross expenditure.	Re
1870-71 ...	61,488·96	1
1869-70 ...	66,288·96	12
1868-69 ...	56,395·88	11,
1867-68 ...	54,170·67	11,

8. The ratio of incidenc
ed from 502·13 in 1868-69, an
1870-71. This favorable resu
creasing collections due to
trade in refined saltpetre, and,
effected by reducing the estal
area of each circle. It is suppo
collections of this section would
controllable tendency of the pet
crease the bulk of their refine
purity. In other words, they pre
their saltpetre should be high, an
paratively large quantity of salt in
the salt should be, as far as possib
in which event our duty colle
hanced. Nor is this tendency
to be, for disposing of thei
middle-men at Cawnpore an
direct with Calcutta exporter
sale, so long as it *looks* well
consideration. It is in the
review, that on one occasion, o
petre sent to Cawnpore, the pur
showy article, fetched less than

9. Annexure C details th
and fees realised, with statistics
Viewing the Province as a wh
saltpetre works, compared with 18
sujjee works by 28; and refineries b
have decreased by 107. The improve
saltpetre licenses is undoubtedly due to
trade. The increase in sujjee works is a con
the refusal by the Assistant Commissioner to
discriminately for the manufacture of kharee
ressort, kharee workers have turned their atten
Perhaps the most satisfactory feature in the yea
tration is the falling off in the number of kharee li
sued. Few unconnected with this special branch of the

[redacted]ciate the danger of incautiously and
[redacted]ee works. The falling off is not due
[redacted]ns, for they have been as numerous
[redacted] growing experience of the soils
[redacted]tion to guard the revenue of
[redacted]ssible. The Assistant Com-
[redacted]d not grant licenses for salt
[redacted]ications have been numerous
[redacted]jectionable lands; this the
[redacted] tire of doing whatever the
[redacted]onvenience incurred, not-
[redacted]y are checkmated in all
[redacted]of control and supervision."

[redacted]ttention is invited to an
[redacted]ee licenses, which perhaps
[redacted]n the North-Western Pro-
[redacted] of Rs. 25 for every kharee
[redacted] only two Rupees is taken.
[redacted]he Oudh authorities that the
[redacted]s in the North-Western Pro-
[redacted]a objected to, though there is
[redacted]hy the Oudh manufacturers
[redacted]er their brethren across the
[redacted]submitted now, it might meet
[redacted]posed to raise *revenue* from
[redacted]works are brought more under
[redacted]t system continues, we might
[redacted]t set-off against the certain loss

[redacted]nber of licenses of both letters
[redacted]ound in Annexure D. Compared
[redacted] off of 18 in the refusals of A
[redacted]in the refusals of B licenses.

[redacted] a detail of the number of seizures
[redacted]licenses, as noticed in the review
[redacted]e is dying out; its decrease this

[redacted] of illicit manufacture of salt
[redacted]ot supported by the reliable
[redacted]missioner and the heads of
[redacted] showing as they do, that
[redacted]rkably. From a total for the
[redacted] of seizures, 83·62 maunds of
[redacted]e have descended to 244 cases,
[redacted]ersons seized. Regarding this
[redacted]icit salt manufacture, Mr. Hay
[redacted]or himself:—("The opening of
[redacted] place in the argument, as Joun-
[redacted] many thousands, who, in the
[redacted]herwise engaged in the contraband
[redacted]ment of the duty paying imported
[redacted]pening of these works did us another
[redacted] thereby enlisted the good will of the local
[redacted] dependent entirely upon intelligence derived
[redacted]nd men and Suddur-Gusht, but guided also
[redacted]servations in regard to the disappearance of
[redacted]acture as a business and trade, I can state that
[redacted]race here and there, there is no such thing as scraping
of salt-soil to be found. Formerly, vast plains were scraped for

salt, and our men had to search out and fi
now they have to travel miles daily in
How much altered, then, is our pres
The foregoing is sufficiently satisf
of believing with Mr. Hay, tha
It is, at least, undoubted, that
officers, our small establishm
very low ebb during the wh

14. The following ta
department during the yea
preceding years. The falli
marked and satisfactory :—

Name of Circle.	Cases of Seizures.					
	1867-68.	1868-69.	1869-70.	1870-71.	1867-68.	
Lucknow ...	183	220	91	32	42·92	
Oonao ...	98	113	156	92	5·21	
Pertabgurh ...	127	313	1,791	63	22·14	
Gondah ...	44	48	13	57	1·70	
Total ...	452	694	2,051	244	71·99	

15. Out of 266 persons
129 were sent for trial, the rema
released under the lenient bye-law
having in their possession, at the ti
of salt, and 11 for want of proo
Order, No. 152A, of the 9th Oc
and further proof is afforded tha
reproach from our administ
against our interests.

16. Of the 129 pri
and the remainder, or 96·9
9·37 per cent. better than in
preceding years. In this
contrast favorably with thos
section. The high percentage
ditable to them, one and all.

Year.	Total number of persons captured by the Department.	Released by Depa				
		For making less than one seer.	Infirm persons, pregnant women, or minors.	On proof of ignorance or inadvertence.	Fo	
1870-71	266	126	...	...	11	12
1869-70	2,089	1,608	3	...	85	393
1868-69	1,270	457	7	...	191	6
1867-68	1,035	260	...	...	135	5

17. A detail of magisterial awards in the ca
tions will be found in the table appended to this

victed, 46 or 36·8 per cent. underwent
63·2 per cent. paid fines, aggre-
aging Rs. 13·88 per head. This
he exact reverse of last year's
nvicted paid fines, and 60·57
n default of payment of fine.
decline of seizures in Per-
ority of those seized were,
the fines inflicted. Past
building any general argu-
ose who infringe our laws
ngement. No remarkable
ufacture occurred during

| | | |

18. Beyond the briskness noted in
this review, nothing has occurred in
trades in the province calling fo
year, the price of refined saltpetr
per factory maund. Since
until, when the year closed, i
This latter price, be it note
keep the refineries in the N
Exports from Calcutta amo
maunds 6,35,116 in 1869-7(
rise in the freight of this art
the cessation of the war on
that Calcutta rates do n
consumed, he thinks, in t
works, &c. It is asserte
acquainted with the subject
is sent to Calcutta for expo

19. The out-turn of sa
was somewhat in excess of t
crease of four in the number
than were achieved might re
salt so produced sold at betwe
and found ready sale at
into the market is not, howe
Western salt, which commands
locally manufactured article.

20. According to the Assi
importation of taxed salts into C
maunds in 1868-69, to 10,74,0
believed that the imports for 18
maunds too high by the Assist
visible throughout the year in the
Oudh is supplied, affording reason to
of Mr. Hays' figures. As regards th
Oudh, we are told that "rock salt f
displacing Sambhur, and even
the falling off of the revenu
which formerly looked entir
supplies, can now point
Eastern salts are likewise i

The following table sh
of each description of salt so
and 1870-71 :—

Description of Salt.					
Lahore Rock Salt	...	...	...		
Sultanpooree	...	...	...		
Salumbha	...	...	...		
Kuteela or Jowasa	...	...	...		
Gooraree	...	...	...		
Sambhur	...	...	...		
Eastern Salt	...	...	...	6	
Local and Imported Kharee		...	...	25	
Black...	...	...	...		
Sujjee	...	...	...		
Saltpetre Salt	...	...	...	8	
Refined Saltpetre	1st quality 2nd ditto		...	8	
Crude Saltpetre	...	...	...	18	8

among the force in Oudh is shown here :—

OF EACH RANK AND GRADE.					Total Subordinate Establishment.	Percentage of total of each kind of casualty on total establishment.
	Kotegushts.	Jemadars.	Peons.	Orderlies.		
19	20	208	22	327	...	
...	...	1	...	3	0·91	
1	...	15	...	16	4·89	
...	1	11	...	12	3·66	
1	1	1	...	9	2·75	
...	...	4	...	5	1·52	
2	2	32	...	45	13·76	
...	...	...	...	...	13·76	

lishment has not been so good
od. Malarious fever was pre-
used the deaths of three men.
conduct is much below that for
of the whole force against 8·09
ly heinous offences were dis-
view, for which the delinquents
number of men removed as unfit
It is hoped that this plea of "un-
use of to get rid of men against
established. Obviously men
t instance, be entertained
procurable in Oudh, so
ficer who enlists ineligible

			Mooshriffs.	Kotegushts.	Jemadars.	Lance Jemadars and Peons.	Orderlies.	Total.
			.....	1	.....	2	.....	
			.....	.....	.....	1	.....	1
			.....	.....	.....	.....	.....	.....
...	.....	.....	1	.....	1	5	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....
...	.....	.....	.....	.....	.....	.....	.....	.....
...	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	1	.....	.....	4	.....	5
D TOTAL ...	.....	.....	2	1	1	12	.....	16

OF THE INTERNAL BRANCH OF THE INLAND CUSTOMS DEPARTMENT.

23. Four servants of the department were committed for trial during the year under review, for offences against the public. One for theft, one for brawling, and two for oppression. In the case of the latter two, some doubt exists in the Assistant Commissioner's mind as to their culpability. The Criminal Court, however, convicted them after a full hearing, and the Court's decision was upheld in appeal, though a portion of the sentence was remitted.

Offences against the public committed by servants of the department.

24. Four officers of the rank of Deputy Inspector did duty in Oudh during the year. Foremost of these in the matter of out-door duty is Mr. Reid, who, however, has not been so useful in other respects. Mr. Kenyon comes next. Both this officer, and Mr. Jones, have given general satisfaction in the discharge of their duties and deserve commendation.

Officers.

Messrs. Kenyon and Jones noticed.

25. Mr. Hay, the Assistant Commissioner, has administered his division satisfactorily, and deserves special mention. During some part of the year he was much engaged at the Mullowna local salt works, where he undoubtedly worked hard to establish the success of the experiment. For this also he deserves much credit.

Mr. Hay, Assistant Commissioner, specially mentioned.

W. O. BELL,

Deputy Commissioner, Inland Customs.

ANNEXURE A.

Months.	Collections for 1869-70.			Total, 1869-70.	Total, 1870-71.	Collections for 1870-71.			Increase.	Decrease.
	Fees.	Fines on Factories and Sales.	Duty on Salt.			Fees.	Fines on Factories and Sales.	Duty on Salt.		
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
April	144 8 0	.....	1,122 0 6	1,266 8 6	1,163 14 8	50 0 0	1 8 0	1,112 6 8	.....	102 9 10
May	51 0 0	10 0 0	1,557 8 9	1,618 8 9	1,231 13 9	57 0 0	.....	1,174 13 9	.....	386 11 0
June	.....	7 0 0	823 15 11	830 15 11	680 11 0	.....	3 0 0	677 11 0	.....	150 4 11
July	462 0 0	.....	699 5 3	1,161 5 3	1,089 13 10	350 0 0	4 0 0	735 13 10	.....	71 7 5
August	108 0 0	5 0 0	141 12 3	254 12 3	637 14 10	302 0 0	.....	335 14 10	383 2 7	.....
September	166 0 0	1 0 0	107 15 9	274 15 9	446 6 8	50 0 0	.....	396 6 8	171 6 11	.....
October	172 0 0	.....	94 12 5	266 12 5	685 5 9	88 0 0	.....	597 5 9	418 9 4	.....
November	430 0 0	.....	1,022 15 6	1,452 15 6	1,195 1 3	690 0 0	.....	505 1 3	.....	257 14 3
December	586 0 0	.....	329 11 3	915 11 3	1,369 15 8	864 0 0	.....	505 15 8	454 4 5	.....
January	708 0 0	1 8 0	675 7 7	1,384 15 7	1,357 14 8	610 0 0	.....	747 14 8	.....	27 0 11
February	222 0 0	.....	848 5 3	1,070 5 3	1,485 5 1	226 0 0	.....	1,259 5 1	414 15 10	.....
March	122 0 0	21 0 0	1,421 9 8	1,564 9 8	1,067 8 6	133 0 0	22 0 0	912 8 6	.....	497 1 2
Total ...	3,171 8 0	45 8 0	8,845 8 1	12,062 8 1	12,411 13 8	3,420 0 0	30 8 0	8,961 5 8	1,842 7 1	1,493 1 6
Deduct Decrease	.....	.....	.....	.....	.....	.....	.....	.....	1,493 1 6	
Net Increase... ...	.....	.....	.....	.....	.....	.....	.....	.....	349 5 7	

ANNEXURE B.

Annual Comparative Statement of Departmental Collections for 1870-71.

Names of Customs Circles.	Amount of Collections in 1869-70.	Amount of Collections in 1870-71.	Increase.	Decrease.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Lucknow	5,100 12 1	3,682 4 10	.....	1,418 7 3
Oonao	3,038 15 4	3,834 7 4	795 8 0	.....
Pertabgurh	574 0 11	253 15 7	.....	320 1 4
Gondah	3,348 11 9	4,641 1 11	1,292 6 2	.....
Total	12,062 8 1	12,411 13 8	2,087 14 2	1,738 8 7
Deduct decrease	.....	.....	1,738 8 7	
Net increase	.....	.....	349 5 7	

ANNEXURE C.

Names of Circles.	Description of Works.	1869-70.				Total		1870-71.				Total.		Increase.		Decrease.	
		Number of Licenses.	Fees.	Number of Duplicate Licenses.	Fees.	Licenses.	Fees.	Number of Licenses.	Fees.	Number of Duplicate Licenses.	Fees.	Licenses.	Fees.	Number of Licenses.	Fees.	Number of Licenses.	Fees.
			Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.
Lucknow	Crude Saltpetre	218	436 0 0	1	0 8 0	219	436 8 0	290	580 0 0	1	0 8 0	291	580 8 0	72	144 0 0	...	...
	Sujjee	18	36 0 0	...	...	18	36 0 0	41	82 0 0	...	..	41	82 0 0	23	46 0 0	...	...
	Kharee	81	162 0 0	...	...	81	162 0 0	1	2 0 0	...	...	1	2 0 0	...	...	80	160 0 0
		317	634 0 0	1	0 8 0	318	634 8 0	332	664 0 0	1	0 8 0	333	664 8 0	95	190 0 0	80	160 0 0
	Refineries	18	900 0 0	...	...	18	900 0 0	19	950 0 0	...	...	19	950 0 0	1	50 0 0	...	...
		...	...	...	...	...	1,534 8 0	...	...	...	...	...	1,614 8 0	...	240 0 0	...	160 0 0
Oonao	Crude Saltpetre	24	48 0 0	...	...	24	48 0 0	28	56 0 0	...	...	28	56 0 0	4	8 0 0	...	...
	Sujjee	...	...	...	...	...	...	4	8 0 0	...	...	4	8 0 0	4	8 0 0	...	...
	Kharee	17	34 0 0	...	...	17	34 0 0	8	16 0 0	...	...	8	16 0 0	...	...	9	18 0 0
		41	82 0 0	...	...	41	82 0 0	40	80 0 0	...	...	40	80 0 0	8	16 0 0	9	18 0 0
	Refineries	10	500 0 0	...	...	10	500 0 0	11	550 0 0	...	...	11	550 0 0	1	50 0 0	...	...
		...	...	...	...	...	582 0 0	...	...	...	...	...	630 0 0	...	66 0 0	...	18 0 0
Pertabgurh	Crude Saltpetre	8	16 0 0	1	0 8 0	9	16 8 0	...	...	...	...	...	...	...	...	9	16 8 0
	Sujjee	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kharee	5	10 0 0	...	...	5	10 0 0	6	12 0 0	...	...	6	12 0 0	1	2 0 0	...	...
		13	26 0 0	1	0 8 0	14	26 8 0	6	12 0 0	...	...	6	12 0 0	1	2 0 0	9	16 8 0
	Refineries	1	50 0 0	...	...	1	50 0 0	2	100 0 0	...	...	2	100 0 0	1	50 0 0	...	...
		...	...	...	...	...	76 8 0	...	...	...	...	...	112 0 0	...	52 0 0	...	16 8 0
Gondah	Crude Saltpetre	315	630 0 0	1	0 8 0	316	630 8 0	300	600 0 0	3	1 8 0	303	601 8 0	...	...	13	29 0 0
	Sujjee	...	...	...	...	...	...	1	2 0 0	...	...	1	2 0 0	1	2 0 0	...	...
	Kharee	24	48 0 0	...	...	24	48 0 0	5	10 0 0	...	...	5	10 0 0	...	...	19	38 0 0
		339	678 0 0	1	0 8 0	340	678 8 0	306	612 0 0	3	1 8 0	309	613 8 0	1	2 0 0	32	67 0 0
	Refineries	6	300 0 0	...	...	6	300 0 0	9	450 0 0	...	...	9	450 0 0	3	150 0 0	...	...
		...	...	...	...	...	978 8 0	...	...	...	...	...	1,063 8 0	...	152 0 0	...	67 0 0
Total	Crude Saltpetre	565	1,130 0 0	3	1 8 0	568	1,131 8 0	613	1,236 0 0	4	2 0 0	622	1,238 0 0	54	106 8 0	...	...
	Sujjee	18	36 0 0	...	...	18	36 0 0	46	92 0 0	...	...	46	92 0 0	28	56 0 0	...	...
	Kharee	127	254 0 0	...	...	127	254 0 0	20	40 0 0	...	...	20	40 0 0	...	...	107	214 0 0
		710	1,420 0 0	3	1 8 0	713	1,421 8 0	684	1,368 0 0	4	2 0 0	688	1,370 0 0	82	162 8 0	107	214 0 0
	Refineries	35	1,750 0 0	...	...	35	1,750 0 0	41	2,050 0 0	...	...	41	2,050 0 0	6	300 0 0	..	...
	Grand Total ...	...	...	...	...	...	3,171 8 0	...	...	...	...	...	3,420 0 0	...	462 8 0	...	214 0 0
	Deduct decrease ...	...	...	...	...	...	...	...	...	...	...	...	...	...	214 0 0		
	Net increase ...	...	...	...	...	...	...	...	...	...	...	...	...	...	248 8 0		

BRANCH
OF THE
ASIATIC SOCIETY

REPORT

ON

THE ADMINISTRATION

OF THE

Inland Customs Department

FOR THE

OFFICIAL YEAR

1871-72,

WITH

APPENDICES.

ALLAHABAD:

PRINTED AT THE NORTH-WESTERN PROVINCES GOVERNMENT PRESS.

1872.

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ERRATA.

Para. 49, page 26, in marginal note, for *part* read *port*.

Para. 52, page 27, for *Chatesgurh* read *Chatesgarh*.

Para. 82, page 42, in marginal note, for *is* read *its*.

Para. 84, page 43, in marginal note, for *geting* read *getting*.

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REPORT

ON

THE ADMINISTRATION

OF THE

INLAND CUSTOMS DEPARTMENT

FOR THE

OFFICIAL YEAR 1871-72.

General Review.

INTRODUCTION.

STRENGTH AND REALIZATIONS OF THE DEPARTMENT.

THE following statement shows the strength and realizations of the Inland Customs Department at the close of the year 1871-72, compared with the previous year:—

	No. of Officers.	No. of men and subordinate officials.	Miles of Line.	No. of maunds of salt taxed.	No. of maunds of sugar taxed.	Gross realizations.
At close of 1871-72,	160	13,491	2,508	54,99,791	24,27,420	1,62,08,360
„ „ 1870-71,	161	14,027	2,509¾	56,24,946	21,79,621	1,62,90,889
DIFFERENCE,	—1	—536	—1¾	—1,25,155	+2,47,799	—82,529

Details of the differences will be found in Annexure VI. There have been no changes in the Administration of the Department during the year, except that the sugar duties were extended in May, 1871, to the western extremity of the line under the Collector of the Múltan Division, that is, to the rightbank of the Indus. The effect of this measure will hereafter be explained. The Sambar establishment was revised, and that attached to the closed experimental works at Malona and Karor dismissed. These are the principal causes of the reduction in the number of subordinate officials.

Differences shown in Annexure VI.

Taxation of sugar extended throughout Múltan Division.

Revision of Sambar Lake establishment, and abolition of Malona and Karor establishments the principal causes of reduction in number of subordinate officials.

2. Leaving out of consideration for the present the Sambar Lake, Mandi, and Berar, the general results of the year from the Mines, the Line, and the Internal Branch will be found detailed in the subjoined table. The Kohat realizations are nowhere taken credit for in the statements appended to this report; but the following extract from the Annual Revenue Report of the Peshawar Division for 1871-72, bearing upon the increase and decrease of the salt revenue in the Kohat mines, will serve to show the result of the past year's administration:—

GENERAL RESULTS OF THE PAST YEAR'S ADMINISTRATION.

Extract regarding administration of the Kohat Mines appended.

"The total receipts from salt amounted to Rs. 78,027-6-3, against Rs. 85,564 in the preceding year, or a decrease of Rs. 7,537. This falling-off in the revenue is attributed by Captain Plowden to the

Kohat realizations have fallen off.

sufficient reasons for which, however, are assigned.

fact that fear of impressment of their camels for military purposes in the triennial relief of the Panjab Frontier Regiments kept the owners of camels employed in the salt trade out of the district, as also by the fact that speculation in grain was found to be more profitable. The high price of corn in this part of the country has been the real cause of the falling-off in the salt revenue; all the carriers devoted themselves to importing grain from Murloah, Hazara, and the Panjab.

Percentage of charges and penal action.

"The disbursements amounted to Rs. 27,618-5-10, and the percentage of expenditure to income was Rs. 22-9-2. 21 smugglers were apprehended, of whom 16 were convicted and punished."

Year.	Salt.	Sugar.	Miscellaneous.	Total collections.	Total charges.	Net collections.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1871-72, ...	1,33,23,870	15,92,802	1,81,768	1,50,98,440	17,89,489	1,33,08,951
1870-71, ...	1,36,69,655	14,10,250	1,76,595	1,52,56,500	17,70,186	1,34,86,314
Difference, ...	—3,45,785	+1,82,552	+5,173	—1,58,060	+19,303	—1,77,363

SALT.

Decrease in revenue due chiefly to the falling-off in the Dehli Division.

The decrease is almost entirely due to the great falling-off of the salt revenue in the Dehli Division, which amounted to the large sum of Rs. 6,62,274.

Minor decreases elsewhere noticed,

which together entirely absorbed the increase in other divisions, leaving a net deficit.

This great and unexpected default, added to smaller deficiencies in other divisions, *viz.*, Agra, Hoshangabad, and Nagpur, with a trifling falling-off in Oudh, made a total decrease in the salt collections of Rs. 7,11,214, which entirely absorbed the increase in those collections elsewhere, amounting to Rs. 3,65,429, and left, as shown in the above statement, a deficit of Rs. 3,45,785. Of the divisions showing an increase in the salt collections, the Shahpur Division (in other words the Panjab mines) was the best, the increase there being Rs. 1,38,203. The falling-off in salt was more than half met by the increase in the sugar revenue. This was very general, the divisions of Sagar, Nagpúr, and Raipúr being the only exceptions, and in these the falling-off was trifling, amounting to only Rs 4,096, against increases in the other divisions amounting to Rs. 1,86,649, of which Rs. 80,801 was due to the Múltan Division alone. The increase in the sugar duties, added to a small increase in miscellaneous collections, reduced the total decrease in the gross collections to Rs, 1,58,060. To this must be added an increase in the charges of Rs. 19,303, which brings the difference in the net collections of 1871-72, as compared with 1870-71, to a sum of Rs. 1,77,363. These various differences will be explained in detail further on.

SUGAR.

The decrease in salt more than half met by the increase in the sugar revenue, which chiefly occurred in the Múltan Division.

Increase in sugar, added to increase in miscellaneous collections, reduced the total decrease in the gross collections.

CHARGES.

Increase in charges noted as still further affecting the revenue of 1871-72 as compared with 1870-71.

3. The net collections of the past four years were as follows:—

Net collections of the past four years contrasted.

Year.	Rs.
1868-69,...	1,36,35,408
1869-70,...	1,42,76,383
1870-71,...	1,34,86,314
1871-72,...	1,33,08,951

Notwithstanding an increase in imports from Madras and Bombay, and increased realizations in Mandi,

Even after making allowance for an increase of Rs. 53,946 realized in Madras and Bombay on account of salt imported across the Inland Customs line, and Rs. 37,274 increased realizations in Mandi,

the year 1871-72 must be held to have been below the average in its financial results, and this may be said to be almost entirely due to the failure in the Dehli Division salt collections.

the financial results of 1871-72 are below the average:

4. The following table shows the amount of taxed salt consumed by the population in rear of the Inland Customs Line during the past four years:—

SUPPLY OF TAXED SALT TO THE COUNTRY IN REAR OF THE LINE.

	1871-72.		1870-71.		1869-70.		1868-69.	
	Maunds.	Tons.	Maunds.	Tons.	Maunds.	Tons.	Maunds.	Tons.
Panjab Mines, ...	1,272,775	46,759	1,275,511	46,859	1,462,607	53,733	1,260,193	46,293
Imported across the Customs Line.	3,833,201	140,823	3,903,760	143,415	3,849,495	141,421	3,767,143	138,382
Paid duty to Internal Branch.	19,860	729	19,942	732	17,269	634	14,537	534
Do. in Bengal, ...	7,853,587	288,522	8,048,678	295,689	7,783,409	285,944	7,283,929	267,573
Do. in Mandi, ...	76,438	2,808	...	...	...	...	...	...
Total, ...	13,055,861	479,641	13,247,891	486,695	13,112,780	481,732	12,325,802	452,782

In addition to the falling-off in the Upper Provinces, much less taxed salt passed into the market in Lower Bengal, although the imports in Calcutta were larger and the deliveries very little less than in the previous year, as will be seen from the following tables:—

Less taxed salt passed into the market in Lower Bengal, although the imports in Calcutta were larger, and the deliveries very little less than in 1870-71.

Imports.

Years in which imported.	Liverpool.	Bombay and Karachi.	Madras.	Jeddah.	Muscat.	Ceylon.	French.	All other descriptions.	Total
	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Mds.	Maunds.	Mds.	Maunds.
1871-72, ...	6,526,464	248,253	2,07,960	483,549	240,573	...	61,570	52,166	7,820,535
1870-71, ...	4,787,464	665,643	2,20,980	380,486	194,372	4,589	140,996	...	6,394,530
1869-70, ...	5,924,489	1,920,143	3,30,699	492,478	154,896	84,132	185,501	27,708	8,220,046
1868-69, ...	6,448,309	704,433	99,420	326,273	153,970	38,873	55,319	...	7,826,597

Deliveries.

Years in which delivered.	Liverpool.	Bombay and Karachi.	Madras.	Jeddah.	Muscat.	Ceylon.	French.	Government Pangah.	Government Karkatch.	Total.
	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Mds.	Mds.	Maunds.
1871-72,	5,859,080	449,845	212,933	386,083	188,882	18,242	144,380	8,345	50,763	7,318,553
1870-71,	5,624,642	620,173	325,274	398,388	215,461	108,280	173,220	17,605	26,002	7,509,045
1869-70,	5,517,253	688,106	261,961	536,692	122,982	33,993	69,499	28,187	...	7,258,673
1868-69,	5,358,369	570,122	55,301	429,926	152,873	72,501	64,794	63,980	...	6,767,866

5. Although the amount of taxed salt consumed in the year was so much less than in 1870-71, I have no reason to suppose that, at any rate in the Upper Provinces, there has been any important increase in the consumption of untaxed salts. It seems unnecessary to repeat the purely conjectural figures given last year, but I may remark that Mandi salt must now be removed from the category

Though the consumption of taxed salt was less than in 1870-71, there has not been any important increase in consumption of untaxed salt.

Mandi salt removed from the category of untaxed to that of taxed salts;

the tax on which, however, amounts to only 13 *annas* 4 *pie per maund of pure salt.*

of untaxed to that of taxed salts, although the tax is comparatively small, amounting to only 13 annas 4 pie per maund of pure salt.

Total supply of salt from all sources to the country *infra* line.

6. The total salt revenue realized on account of the whole area virtually isolated by the line during the past four years was as follows:—

	1871-72.	1870-71.	1869-70.	1868-69.
	Rs.	Rs.	Rs.	Rs.
Bengal, ...	2,55,24,157	2,61,17,309	2,58,72,493	2,40,07,676
Panjab Mines, ...	38,02,605	36,64,402	44,94,458	37,80,581
Line and Internal, ...	95,21,265	1,00,05,253	1,04,29,476	1,04,83,874
Total, ...	3,88,48,027	3,97,86,964	4,07,93,427	3,82,72,131

Salt paying less than Rs. 3 per maund duty imported from Madras and Bombay continues to increase, giving those presidencies a larger revenue at the cost of this Department.

It will be seen from the following table that the amount of salt paying less than Rs. 3 per maund duty, that is, the salt imported from Madras and Bombay, continues to increase, giving those presidencies a larger revenue (supposing that the salt has all paid the local duty) at the cost of the Inland Customs Department.

Detail in maunds of salt paying full and less duty.

Year.	Panjab section, quantity paying Rs. 3 per maund.	North-Western Provinces quantity paying Rs. 3 per maund.			Oudh, quantity paying Rs. 3 per maund.	Central Provinces section, quantity paying Rs. 3 per maund.	Total quantity of salt paying Rs. 3 duty.	Central Provinces section, quantity paying Re. 1-8 per maund.	Central Provinces section, quantity paying Re. 1-3 and Re. 1-2 per maund	Total quantity of salt paying Re. 1-8, Re. 1-3 and Re. 1-2 duty.	Grand Total.
		Line.	Internal.	Total.							
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1871-72, ...	2,586,561	1,422,465	16,897	1,439,362	2,963	135,062	4,163,948	13	701,787	701,800	4,865,748
1870-71, ...	2,731,947	1,406,790	16,220	1,423,010	2,987	124,743	4,282,687	321	694,260	694,581	4,977,268
1869-70, ...	3,020,693	1,547,963	14,321	1,562,284	2,949	106,660	4,692,586	275,993	360,533	636,526	5,329,112
1868-69, ...	2,689,361	1,572,729	11,243	1,583,972	2,926	187,960	4,464,219	580,480	...	580,480	5,044,699

The increase was 7,219 maunds, and it must be borne in mind that nearly the whole 701,800 maunds paid to this Department only Re. 1-3 per maund, the rest paying only Re. 1-2 per maund.

Population of the lower provinces of Bengal apparently hitherto underestimated; unsafe, therefore, to calculate the probable consumption per head, nor can it be said what the average consumption per head is in the Upper Provinces. Uselessness, therefore, of calculations of average consumption based on conjectural data.

7. Recent census operations in the Lower Provinces of Bengal have, I am informed, shown that hitherto the population of those provinces has been much under-estimated. The actual results of these operations are not yet known, and it would be unsafe to make any calculations as to the quantity of salt consumed per head. Nor even confining ourselves to the Upper Provinces, the population of which has been more exactly ascertained, is it possible to say how much salt per head is on the average consumed? For, in the first place, we do not know precisely what amount of duty-paying salt is imported from the Lower Provinces, nor do we know how much untaxed salt is consumed. It seems to me that it would answer no useful purpose to calculate the average consumption of salt per head on data which, to a great extent, must be supplied by mere conjecture.

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1871-72.

8. The gross realizations by the Inland Customs Department were as follows:— FINANCIAL RESULTS. GROSS REALIZATIONS.

	1871-72.	1870-71.
	Rs.	Rs.
Shahpúr Division (Mines), ...	38,82,819	36,88,397
Line, ...	1,11,03,315	1,14,51,212
Internal Branch, ...	1,12,306	1,16,891
Sambar Division, ...	6,59,451	6,31,584
Mandi, ...	47,774	...
Local Works, North-Western Provinces and Oudh, ...	28,738	47,039
Berar, ...	2,95,931	2,70,201
Total, ...	1,61,30,334	1,62,05,324

To this we may add the amounts credited in Madras and Bombay in 1870-71, Rs. 16,73,724, and in 1871-72, Rs. 17,27,670.* Plus amounts credited in Madras and Bombay.

Thus the total realizations due to the department amounted in 1871-72 to £1,785,800 against £1,787,905 collected in 1870-71, showing a decrease of only £2,105. The year's realizations thus exhibit only a trifling decrease.

9. Confining ourselves at present to the Mines, the Line, and the Internal Branch, the following are the provincial details of the gross realizations of the year:— PROVINCIAL DETAILS OF REALIZATIONS.

YEARS.	PANJAB.			N.-W. PROVINCES.			Oudh.	Central Provinces.	Total.
	Mines.	Line.	Total.	Line.	Internal.	Total.			
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1871-72,	38,82,819	49,32,351	88,15,170	48,05,489	99,725	49,05,214	12,580	13,65,476	1,50,98,440
1870-71,	36,88,397	54,03,660	90,92,057	47,32,783	1,02,957	48,35,740	13,934	13,14,769	1,52,56,500
1869-70,	44,92,539	52,82,007	97,74,546	51,39,029	85,754	52,24,783	12,537	12,55,154	1,62,67,020
1868-69,	37,82,935	48,76,467	86,59,402	52,17,444	81,294	52,98,738	11,516	15,57,271	1,55,26,927
Total,	1,58,46,690	2,04,94,485	3,63,41,175	1,98,94,745	3,69,730	2,02,64,475	50,567	54,92,669	6,21,48,886
Average,	39,61,672	51,23,621	90,85,293	49,73,686	92,432	50,66,118	12,641	13,73,167	1,55,37,219

** Statement showing the amount of duty realized by the Bombay and Madras Presidencies on Salt crossing the Inland Customs Line during the year 1871-72.*

	CENTRAL PROVINCES.		BERAR.		TOTAL.	
	Quantity.	Amount of duty.	Quantity.	Amount of duty.	Quantity.	Amount of duty.
		Rs.		Rs.		Rs.
Duty realized by the Inland Customs Department @ Re. 1-8-0, Re. 1-3-0, & Re. 1-2-0 per maund,	701,801	828,926	248,943	2,95,636	950,744	11,24,562
Bombay realized @ Re. 1-8 per maund,	13	20	49	73	62	93
Madras ditto @ „ 1-8 ditto, ...	...	...	...	...	...	...
Bombay ditto @ „ 1-13 ditto, ...	600,040	10,87,572	248,894	4,51,120	848,934	15,38,692
Madras ditto @ „ 1-14 ditto, ...	71,478	1,34,021	...	...	71,478	1,34,021
Madras ditto @ „ 1-13 ditto, ...	30,270	54,864	...	...	30,270	54,864
Total, ...	701,801	12,76,477	248,943	4,51,193	950,744	† 1,727,670

† Bombay and Madras have gained by the increased rates on salt passing into the Central Provinces, ... Rs. 223,775
Berar ... ... „ 77,778
Total 301,553

Fluctuations explained:—
In the Panjab.

In the Panjab the sales at the mines, which had somewhat fallen off in 1870-71, have recovered from the temporary depression, and though they did not nearly reach the exceptional figures attained in 1869-70, they exceed those of every other year.

In the North-Western Provinces and Central Provinces;
In the Internal Branch, North-Western Provinces, and Oudh.

Unfortunately the line receipts in the Panjab fell off by more than 4½ lacs of rupees, as will be explained hereafter when I come to treat of the Dehli Division, where the whole loss occurred. In the North-Western Provinces and in the Central Provinces there was an increase in the line collections both on salt and sugar. In the Internal Branch, both in Oudh and the North-Western Provinces, there was a falling-off chiefly in the miscellaneous receipts, amounting to £459, which will be afterwards explained. The totals of each branch of the department are given in the following statement:—

Aggregate realizations of each branch of the Department.

Years.	Mines (exclusive of Kohat).	Line.	Internal Branch.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72, ...	38,82,819	1,11,03,315	1,12,306	1,50,98,440
1870-71, ...	36,88,397	1,14,51,212	1,16,894	1,52,56,500
1869-70, ...	44,92,539	1,16,76,190	98,290	1,62,67,020
1868-69, ...	37,82,395	1,16,51,182	92,810	1,55,26,927

Proportion in which each source of revenue contributed.

10. Dividing the collections under the heads of salt, sugar, and miscellaneous, the details are as follows:—

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72, ...	1,33,23,870	15,92,802	1,81,768	1,50,98,440
1870-71, ...	1,36,69,655	14,10,250	1,76,595	1,52,56,500
1869-70, ...	1,49,20,934	12,48,481	97,605	1,62,67,020
1868-69, ...	1,42,64,455	11,51,883	1,10,589	1,55,26,927

The greater portion of the increase due to exportations of refined sugar.

The increase in the sugar duties has already been referred to. I may remark that the greater portion of the increase has been derived from the exportations of refined sugar, a fact which indicates the prosperity of the purchasers in Rajputana.

Increase in miscellaneous collections derived from the one-anna cess at the mines, much of which is, however, nominal, owing to alteration in system of account. Details will be found in Annexures.

The increase in miscellaneous collections is entirely due to the one-anna cess received at the mines as the price of the salt, exclusive of the duty. Much of this increase is merely nominal, being due to a change in the system of bringing the cess to account. Further details of the collections will be found in Statement II., and in Annexures I., II., V., and VIII.

CHARGES.

11. The charges for the last four years are shown in the following table:—

Years.	Mines (exclusive of Kohat).	Line.	Internal.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72, ...	2,60,889	12,96,993	2,31,607	17,89,489
1870-71, ...	2,09,001	13,29,360	2,31,825	17,70,186
1869-70, ...	2,26,278	14,98,206	2,66,144	19,90,628
1868-69, ...	2,33,724	14,22,660	2,35,134	18,91,518

Cause for increase assigned.

It will be seen that the increase is entirely at the mines. It is to some extent nominal, being connected with the cost of the Panjab mine salt formerly charged to the one-anna cess which was treated as a deposit account.

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1871-72.

12. The provincial details of the charges are as follows :— Provincial details furnished.

Years.	Panjab.			North-Western Provinces.			Oudh.	Central Provinces.	Total.
	Mines (exclusive of Kohat.)	Line.	Total	Line.	Internal.	Total.			
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1871-72, ...	2,60,889	4,21,442	6,82,331	4,78,134	1,67,130	6,45,264	64,477	3,97,417	17,89,489
1870-71, ...	2,09,001	4,33,606	6,42,607	4,93,930	1,68,427	6,62,357	63,398	4,01,825	17,70,187
1869-70, ...	2,26,278	4,72,994	6,99,272	5,36,398	1,99,424	7,35,822	66,720	4,88,814	19,90,628
1868-69, ...	2,33,724	4,44,618	6,78,342	4,95,084	1,78,453	6,74,537	56,681	4,81,958	18,91,518
Total, ...	9,29,892	17,72,660	27,02,552	20,04,546	7,13,434	27,17,980	2,51,276	17,70,014	74,41,822
Average,...	2,32,473	4,43,165	6,75,638	5,01,136	1,78,359	6,79,495	62,819	4,42,503	18,60,455

13. The following table divides the charges under the different heads of "fixed" and "contingent" :— Charges how distributed.

Years.	Fixed.				Contingencies.	Grand Total.
	Supervision.	*Preventive.*				
	Commissioner, Deputy and Assistant Commissioners, Collectors, and their Offices.	Deputy Collector, Deputy Inspectors, Patrols, Assistant Patrols, Sub-Assistant Patrols, and Sub-Deputy Inspectors.	Subordinate officers and men.	Total of fixed.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1871-72, ...	2,31,856	4,16,856	9,73,689	16,22,401	1,67,088	17,89,489
1870-71, ...	2,45,700	4,19,542	9,41,539	16,06,781	1,63,406	17,70,187
1869-70, ...	2,57,709	4,56,638	10,81,691	17,96,038	1,94,590	19,90,628
1868-69, ...	2,38,371	4,52,011	9,66,274	16,56,656	2,34,862	18,91,518

It will be seen that the increase was in the pay of the subordinate establishments and in contingencies. The former was due to recent revisions having come into effect in the Panjab, and the latter chiefly to the cost of mine salt above referred to being brought to account, and of various works for the development of the mines. We have not had time to reap the benefit of these works, which are still in progress, but I believe that they will have the happiest effect on the revenue. Further details of the charges will be found in Statements. A to D., and in Annexure III.

Increase in pay of the subordinate establishments and in contingencies explained.

Further details will be found in Annexures.

14. The net receipts as compared with those of the previous three years are herewith exhibited :— Net Receipts.

Years.	Gross receipts.	Charges.	Net receipts.	Percentage of charges on realizations.
	Rs.	Rs.	Rs.	
1871-72, ...	1,50,98,440	17,89,489	1,33,08,951	11·85
1870-71, ...	1,52,56,500	17,70,187	1,34,86,313	11·6
1869-70, ...	1,62,67,020	19,90,628	1,42,76,392	12·23
1868-69, ...	1,55,26,927	18,91,518	1,36,35,409	12·18

Diminished receipts and enhanced charges have slightly increased the percentage of charges on realizations.

The diminution of receipts and increase of charges have, of course, increased the percentage of charges on realizations by ¼ per cent. This is partly due to the inclusion on both sides of the account of the cost of the Panjab mine salt. As the Government looks for no profit on the mere cost of the salt, exclusive of the duty, the percentage of charge to realizations is very high, and injuriously affects the general percentage. It must be remembered, as pointed out last year, that if we took credit for the revenue realized in Madras and Bombay on salt imported across our line, the percentage of charge would be considerably diminished.

The percentage would be considerably diminished, however, were this department credited with Madras and Bombay realizations.

Net receipts analysed provincially.

15. The distribution and provincial detail of the net receipts will be seen from the following tables:—

Years.	Mines (exclusive of Kohat).	Line.	Internal.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72, ...	36,21,930	98,06,323	—1,19,302	1,33,08,951
1870-71, ...	34,79,396	1,01,21,854	—1,14,934	1,34,86,313
1869-70, ...	42,66,261	1,01,77,984	—1,67,853	1,42,76,392
1868-69, ...	35,49,212	1,02,28,521	—1,42,324	1,36,35,409

Net Receipts.—Provincial details.

Years.	Panjab.			N.-W. Provinces.			Oudh.	Central Provinces.	Total.
	Mines (exclusive of Kohat).	Line.	Total.	Line.	Internal.	Total.	Internal.	Line.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1871-72,	36,21,930	45,10,909	81,32,839	43,27,355	—67,405	42,59,950	—51,896	9,68,058	1,33,08,951
1870-71,	34,79,396	49,70,055	84,49,451	42,38,853	—65,470	41,73,383	—49,464	9,12,943	1,34,86,313
1869-70,	42,66,261	48,09,013	90,75,274	46,02,631	—1,18,670	44,83,961	—54,183	7,66,340	1,42,76,392
1868-69,	35,49,212	44,31,848	79,81,060	47,21,360	—97,159	46,24,201	—45,165	10,75,313	1,36,35,409

Provincial percentages considered.

16. From these are deduced the following percentages:—

Percentages of cost on realizations for each great branch of the Department.

Years.	Mines (exclusive of Kohat).	Line.	Internal.	Total.
1871-72, ...	6·72	11·68	206·23	11·85
1870-71, ...	5·80	11·60	198·15	11·6
1869-70, ...	5·03	12·83	270·77	12·23
1868-69, ...	6·15	12·21	253·35	12·18

Percentages of cost on collections—Provincial.

Years.	Panjab.			N.-W. Provinces.			Oudh.	Central Provinces.	Total.
	Mines (exclusive of Kohat).	Line.	Total.	Line.	Internal.	Total.	Internal.	Line.	
1871-72,...	6·72	8·54	7·74	9·95	167·59	13·15	512·53	24·78	11·85
1870-71,...	5·80	8·02	7·86	10·43	163·42	13·69	454·98	30·56	11·6
1869-70,...	5·03	8·95	7·15	10·43	232·55	14·08	532·18	38·94	12·23
1868-69,...	6·15	9·12	7·83	9·51	219·51	12·73	492·19	30·95	12·18

I must repeat the remark that these percentages are of little value owing to the mutual dependence of the different provinces and branches of the department on each other. Further details connected with the proportion of charges to receipts will be found in Annexure IV.

Mutual dependence of different provinces and branches of the Department on each other.

17. I now proceed to discuss in greater detail the operations of the different branches of the Department. The mines in the salt range come first. The receipts for the past four years are exhibited in the following table :—

THE THREE GREAT BRANCHES OF THE DEPARTMENT.
MINES.

Years.	Names of Mines.				Total.	Miscellaneous.	Grand Total.
	Mayo.	Sardi.	Warcha.	Kalabagh.			
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1871-72, ...	29,65,897	1,97,220	4,06,645	2,32,843	38,02,605	80,214	38,82,819
1870-71, ...	27,99,092	2,20,686	4,45,040	1,99,584	36,64,402	23,995	36,88,397
1869-70, ...	35,03,171	4,26,485	3,99,856	1,61,946	44,91,458	1,081	44,92,539
1868-69, ...	29,10,338	2,50,506	4,16,292	2,03,445	37,80,581	2,354	37,82,935

Notwithstanding the increase in the realizations for the year under report, the Collector writes :—"I think that our realizations during the past year were not so much as they should and would have been had not the trade been greatly checked during the last half of March, which was the close of the year, during which period there was much rain which caused the rise of the river Jhelam, when the bridge-of-boats at Pind Dádun Khán was carried away and not renewed, which caused obstruction to the transport of salt across the river." If it had not been for these obstructions, Mr. Wright is of opinion that the realizations would have reached 39½ lacs of rupees. Some depression of the trade was caused during the year by a want of carriage partly owing to a deficiency in the sugar traffic from the eastward, and partly to the assemblage of troops for the Camp of Exercise at Dehli. Although the revenue was higher than in the previous year, the actual deliveries of salt were less. The amount of salt delivered never quite corresponds with the amount on which duty is paid. Some of the salt is delivered covered by Rawannas issued but not used in the previous year, while some Rawannas issued in the year are not used until the next year. Thus in 1871-72, 12,72,776 maunds were actually delivered, while duty was paid on only 12,67,535 maunds. The difference of 5,241 maunds is due to the excess of Rawannas issued in 1870-71, but not used until 1871-72, over those issued in 1871-72, but not used before the close of that year. A similar remark applies to the line collections, which never exactly correspond with the amount of salt actually crossing the line. The actual quantities of salt cleared from the mines during the last four years is shown in the following table :—

Increase in the realizations for the year might have been greater but for obstructions to the trade mentioned by the Collector of the Shahpúr Division.

Trade also depressed by a want of carriage.

The income was higher, but the actual deliveries of salt were less than in the previous year.
Cause assigned.

Actual clearances from the mines.

Years.	Quantity.
	Maunds.
1871-72, ...	1,272,776
1870-71, ...	1,275,510
1869-70, ...	1,462,607
1868-69, ...	1,250,239
Total, ...	5,261,132
Average, ...	1,315,283

Miscellaneous collections

Due almost entirely to the one-anna cess, the increase shown being nominal, owing to altered system of account.

18. The miscellaneous collections are almost entirely the proceeds of the one-anna cess charged by Government as the cost of the salt, exclusive of the duty. The increase shown is almost entirely nominal. The cess was introduced on the 4th July, 1870, and until the end of September, 1870, was credited to Government, the charges for excavation and tolls being debited to Government. From the 1st October, 1870, to the end of March, 1871, this system was changed, and the cess was kept as a deposit, from which charges for excavation and tolls were met. At the end of the year 1870-71 the original plan was reverted to, the balance in hand of the cess being credited to Government, together with all subsequent collections on this account.

Actual proceeds of the cess.

The actual proceeds of the cess during the nine months of 1870-71 in which it was in force amounted to Rs. 57,240, of which Rs. 36,262 never passed through the accounts, being spent directly from the deposit account. If this sum were added to the miscellaneous receipts of 1870-71, the increase in 1871-72 would be seen to be small, and could be accounted for by the fact that the cess was taken during the whole of the latter year against nine months of the former. In Annexure II. the sum of Rs. 12,150-8-10, put under the head of "unclaimed deposits" in 1870-71, represents the balance in hand of the one-anna cess which was brought to credit from the deposit account at the end of that year. The head "Miscellaneous" in the same statement means for the past two years in the Shahpúr Division receipts from the one-anna cess.

Further details will be found in Annexure II.

CHARGES
Detailed in Annexure III.

19. The charges incurred will be found detailed in Annexure III. under the head of the Shahpúr Division. After deducting the salaries of officers and establishments employed on the Indus Preventive Line, they amounted in 1871-72 to Rs. 2,03,104 against Rs. 1,56,100 in 1870-71. Some further deduction should be made on account of the Collector's office and Contingencies which are fairly debitable to the Indus line. This would reduce the percentage of charges to realizations shown in Annexure IV. to about 5 per cent. in 1871-72 against about 4 per cent. in 1870-71. The increase is partly nominal since, as above stated, the sum of Rs. 36,262 paid from the one-anna cess on account of excavation and tolls was not charged in the accounts of 1870-71. This leaves an increase of only Rs. 10,472 to be accounted for. There was a considerable reduction in the pay of the officers, caused by the transfer of highly-paid officers to other divisions; but this was more than absorbed by the increase in the pay of the men under the recent re-organisation of the establishments. Rs. 10,550 were expended by Dr. Warth on works in the mines in 1871-72 against Rs. 4,610 in 1870-71. These items sufficiently account for the increased charges for the year under report.

After sundry equitable deductions on account of charges fairly debitable to the Indus line, the percentage of charge to realizations would be reduced.

The increase is partly nominal owing to the altered method of accounting for the one-anna cess.

The reduction in the pay of the officers more than absorbed by the increase in the pay of the men under the recent re-organisation of establishment.

Increased expenditure on works at the mines.

Report on the internal economy and improvement effected in the mines will be found in Appendix A.

20. An account of the works prosecuted in the mines by Dr. Warth will be found in Appendix A. More would have been done had it not been for delay in sanction to the expenditure. These works continue to be vigorously carried on. The expenditure is not fairly chargeable against the year as it is capital sunk in works of improvement which it is expected will yield a rich return in the future.

Wire Tramway.
Its progress not yet ascertained.

21. I am not in a position at present to report on the progress of the wire tramway in the course of construction under the superintendence of Lieutenant de Wolski, R.E. The plant arrived in Calcutta in the autumn of 1871, but owing to the break-down of the Panjab Railway great difficulty has been experienced in the

Difficulties in transporting machinery

transport of the machinery, particularly the engines and boilers. These difficulties have been surmounted by the energy and ingenuity of Mr. Assistant Patrol R. Morris, who was specially deputed to this task. A great portion of the plant has now arrived at Pind Dadun Khan, where Lieutenant de Wolski is prepared at once to set it up, and I hope soon to be able to report the opening of a section of the line, with an explanation of the delay that has occurred. It is impossible to foresee what may be the effect of the wire tramway on the salt trade from the mines; while yielding a handsome return on the expenditure, it is expected that the salt taken across the Jhelam will be much cheapened, and when the tramway terminus at Midh is connected by rail with the State Railway from Lahor, a large development of the trade may be expected to the detriment of other salts now holding the market down country. Annexure V. shows the progress of the trade since the annexation of the Punjab.

have now been surmounted, and a great portion of the plant having arrived at Pind Dadun Khan, a section of the line probably will be soon opened.

Effect of the wire tramway cannot be foreseen; but a handsome return on expenditure is anticipated, and at least mine salt will be cheapened, and enabled to occupy fresh markets down country.

22. The length of the Customs barrier has not altered during the year, but its condition has in many places been considerably improved. It does not exist on the Indus line, where it may be said that the Indus River forms a natural barrier, fortified by a sandy desert in its rear, which increases the difficulty and diminishes the inducement to smuggle. The following table shows the condition of the barrier in the remaining divisions of the line:—

HEDGE

Not altered in length, but considerably improved in condition.

No hedge on the Indus line, where natural barriers exist.

		Number of Miles perfect.					Good but not quite sufficient.						
		Green hedge.	Combined green and dry hedge.	Dry hedge.	Stone wall.	Total.	Green hedge.	Green and Dry hedge.	Dry.	Total.	Wanting.	Insufficient.	Total number of miles.
Panjab.	Multán (late Kahror).,	...	...	50	...	50	...	...	140	140	...	25·	215
	Hissár, ...	...	26	92	...	118	14·5	3	...	17·5	...	55.5	191
	Dehli, ...	14·5	39	43	...	96·5	...	..	...	...	...	...	96·5
	Total, ...	14·5	65	185	...	264·5	14·5	3	140	157·5	...	80·5	502·5
N.-W. P.	Agra, ...	88·5	25·5	12	...	126	22	9·5	1	32·5	...	...	158·5
	Jhansi, ...	28·5	53·5	13·5	·75	96·25	10	47·5	...	57·5	...	18·25	172
	Total, ...	117	79	25·5	·75	222·25	32	57	1	90	...	18·25	330·5
C. Provinces.	Ságar, ...	33	...	...	4	37	44	...	...	44	...	66·	147
	Hoshangábád,	4	...	...	...	4	124·5	10	...	134·5	...	78·	216·5
	Total, ...	37	...	...	4	41	168·5	10	...	178·5	...	144	363·5
Grand Total,...		168·5	144	210·5	4·75	527·75	215	70	141	426	...	242·75	1196·5

The formation of this barrier without charge to Government is a proof of the energy and goodwill of the officers and men of the Department. The difficulties in many parts of forming a green hedge are great, and in some insuperable.

Construction and preservation of the hedge creditable to members of the Department.
The difficulties in many parts of forming a green hedge are great,

To collect materials for a dry hedge, and to keep it in an efficient condition, is no easy task. Nevertheless the barrier makes

nevertheless there has been steady progress.

steady progress, and now only 242·75 miles are devoid of a good barrier against 380·08 at the end of 1870-71.

Multán.
Recent formation of a hedge noticed.

23. The Multan Division is one of the most difficult. Here the hedge has only recently been formed. It is entirely a dry hedge, though efforts have been made to grow a green one. The soil is generally unfavourable, and water is scarce. Only 25 miles at the eastern extremity of the line are now unprotected; of the remaining 190 miles 50 are perfectly and 140 fairly protected. If this line is diverted so as to meet the Indus line, regarding which I have recently submitted a proposal to the Panjab Government, a great portion of this hedge will have to be abandoned and the labour recommenced on the new line. In the Hissar Division from the Satlaj River to the Odhan Beat there is literally no material for the construction of a dry hedge. A certain amount of green hedge exists, but for several years there has been extreme drought, and there is little prospect of its ever being efficient In these parts a ditch and mound have been made, which are certainly a much greater obstacle to the smuggler than a scanty hedge. From Odhan southwards there is a good dry hedge, combined in the lower 26 miles with a green hedge.

Diversion of this line so as to meet the Indus line, will lead to the abandonment of a great portion of tne hedge.

Hissar.
In the northern beats, where there is little prospect of either a dry or green hedge, a ditch and mound have been substituted.
A good dry hedge in the southern beats.

Dehli.
The barrier is generally in a very good condition.
Agra.
Here the barrier is the best of all, more than half being a perfect green hedge.
Jhansi.
The perfect and imperfect barrier rather intermittent. Causes of failure assigned.

In the Dehli Division the barrier is generally in a very good condition; the northern beats are the worst from the want of rain. Elsewhere the green hedge is making steady progress, owing to the unremitting exertions of the officers. The barrier in the Agra Division is the best of all. More than half is a perfect green hedge. It is only in the northern part of the division that it is imperfect, and here, too, it is gradually approaching completeness. In the Jhansi Division the perfect and imperfect barrier are rather intermittent. Bad soil, ravages by hurricanes and fires are said to be the chief enemies of the hedge; there is a stone wall for three quarters of a mile in this division. In the Ságar Division where the hedge exists it is nearly all green. This has been effected in many places by the removal of gravel and stones and the substitution of good soil brought there for the purpose. Infinite trouble has been and is being taken to perfect the hedge, and labour which has hitherto been thrown away is now being intelligently directed. There are now more than four miles of stone wall seven feet high in this division. Although in the Hoshangábád Division the perfect barrier is for a very short distance, the hedge is rapidly improving. In the eastern portion slower progress is being made owing to natural difficulties. Fortunately it is not so much required in that part of the division at present. Beyond the Hoshungábád Division there is no hedge.

Ságar.

Infinite trouble taken to perfect the hedge. Progress of the stone wall noticed.

Hoshangábád.

Improvements noted.

No hedge beyond the Hoshungábád Division.

Object of maintenance of the Indus line.
Its cost in 1871-72 *compared with* 1870-71, *showing an increase due to revision of salaries.*
Kohat mines.
Realizations analysed.
Assets must be set against the cost of the Indus line.
The revenue for 1870-71 *more than defrayed the cost of the Indus line in that year.*

24. The Indus Valley line has none but small miscellaneous receipts, being purely a preventive line to keep out the Trans-Indus salt. The salaries of the officers and men amounted to Rs. 57,785 in 1871-72, against Rs. 52,801 in 1870-71, the increase being due to the revised salaries of the men. The Kohat mines yielded a revenue of Rs. 78,027 in 1871-72, from which must be deducted the expenses amounting to Rs. 27,619. The balance, Rs. 50,408, must be set against the cost of the Indus line. The Kohat net revenue in 1870-71 was Rs. 56,228, which more than defrayed the cost of the Indus line. I have not received any report * of the Kohat administration of the salt revenue for 1871-72, but the Deputy Commissioner, Captain Trevor Plowden, has promised to furnish me with a full report of the whole history of that revenue from the time of the annexation. This, with the assistance of the information which I was able to obtain during my recent visit to Kohat, will I hope enable me to lay before the Government well-considered proposals for the better development of our salt resources across the Indus.

A history of the Kohat mines since the annexation has been promised by Captain Plowden, and in submitting it measures for the development of these mines will be proposed.

* Extract from Divisional Revenue Report has been furnished and incorporated with paragraph 2 of this report.

25. The Satlaj Valley Line forming the Multán, late Kahror, Division has, in 1871-72, for the first time paid its expenses. This is entirely due to the measure, initiated by Mr. Hume, of subjecting to duty all sugar passing down the Chenab or Indus, or the intermediate country across the Customs line. This measure came into force on the 1st May, 1871, and was supplemented a few months later by an order of the Governor-General in Council under Section 1, Act XIV. of 1871, prohibiting the export of sugar from the Panjab by the Deraját to the South. The following are the gross realizations for the past four years:—

Satlaj Valley Line

has for the first time paid its own expenses, owing to duty being levied on all sugar passing down the Chenab or Indus, or the intermediate country across the Customs line.

Export of sugar from the Panjab by the Deraját to the south also prohibited.

Years.	Sugar.		Miscellaneous.	Total.
	Quantity.	Rupees.	Rupees.	Rupees.
1871-72, ...	162,049	95,966	425	96,391
1870-71, ...	27,316	15,165	1,373	16,538
1869-70, ...	22,785	12,076	292	12,368
1868-69, ...	33,177	17,672	1,243	18,915

The details of refined and unrefined sugar are as follows:—

Years.	Refined.		Unrefined.		Total.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
1871-72, ...	56,303	56,308	105,746	39,658	162,049	95,966
1870-71, ...	7,874	7,874	19,442	7,291	27,316	15,165
1869-70, ...	5,650	5,650	17,135	6,426	22,785	12,076
1868-69, ...	8,369	8,369	24,808	9,303	33,177	17,672

Besides increasing the revenue, the measures above described have caused the trade to revert to its natural *route* as no advantage is now gained by *détour*. Besides the amounts shown above, 4,082 maunds of refined and 18,903 maunds of unrefined sugar crossed the line at Rohilla Ghat, in the Multán Division, having paid duty at Hissar amounting to Rs. 11,171.

Result of the above measures noted, being a restoration of trade to its natural channel.

26. As we have no statistics of the amount of sugar exports which formerly rounded the line and escaped duty, it is impossible to say whether the imposition of the duties has had any injurious effect on the trade. It is possible that the amount of sugar carried by the Panjab Railway and Steam Flotilla may have diminished, but this may be simply due to the fact adverted to above that the trade has resumed its natural course. The former freedom from duty of the sugar passing down the Chenab gave an artificial stimulus to the rail and river trade which it has now lost.

Extent to which trade has been affected by imposition of sugar duties not ascertained.
Possibly the amount of rail and river borne sugar may have diminished; but this may be due to the reversion of the trade above noticed.

27. The charges of the Multán Division have slightly increased (Annexure III.) from causes similar to those which affected the Shahpúr Division. The percentage of charges to receipts though reduced from 503 to 89 per cent. (Annexure IV.) is still high. This is due to no salt duties being collected in this division, the line being simply preventive and helping to swell the salt revenue of other divisions. It is a matter of congratulation that being dependent on sugar duties alone for revenue, the charges of the division have been entirely defrayed, leaving a surplus revenue of Rs. 10,600.

Charges.
Slight increase noticed.

Percentage of charges to receipts though considerably reduced, is still high, no salt duties being collected in this Division which, however has entirely paid its charges.

Removal of the head-quarters of the Division from Kahror to Multán explained.

28. The head-quarters of the division were in the course of the year moved from Kahror to Multán. For this there were several reasons, the chief being that owing to the extension of the sugar duties, Multán has become departmentally a very important place, the greater part of the sugar trade of the division passing through it. It is convenient that the Collector should be at the revenue head-quarters of the division, and, owing to the railway, he is practically nearer many parts of the Customs line than he was when stationed at Kahror.

Supervision by Collector more perfect from Multán.

Hissar.
Revenue of this Division has steadily improved.

29. The revenue of the Hissar Division continues steadily to improve, as will be seen from the following table of gross realizations for the past four years:—

Year.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72	18,67,543	2,84,357	703	21,52,603
1870-71	17,79,649	2,53,102	4,881	20,37,632
1869-70	17,79,875	2,14,921	4,846	19,99,642
1868-69	15,89,738	2,08,404	3,698	18,01,840

Large amounts of duty are paid, however, both on salt and sugar which cross in other divisions.

Actual and nominal imports compared.

In this division, however, large amounts of duty are paid both on salt and sugar which cross the line in other divisions. This is especially the case with salt, as will be seen from the following tables showing the actual imports and those on which duty was paid in the division:—

ACTUAL IMPORTS.

Detail of salt of all descriptions that actually crossed the line in the Hissar Division.

Years.	Pachbadra.	Sambar.	Didwána.	Black.	Khari.	Phallowdi.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1871-72, ...	...	54,027	225,594	449	733	782	88	281,673
1870-71, ...	867	29,831	255,531	1,412	1,467	402	82	289,592
1869-70, ...	...	38,961	213,847	110	2,056	833	...	255,807
1868-69, ...	27	25,237	206,176	283	853	2,952	134	235,662

NOMINAL IMPORTS.

Detail of salt of all descriptions on which duty was paid at the Hissar Custom House.

Years.	Sambar.	Didwána.	Black.	Phallowdi.	Sultánpuri.	Khari.	Salambha.	Pachbadra.	Other salts.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1871-72, ...	307,084	306,314	5,941	755	1,671	749	...	...	...	622,514
1870-71, ...	207,458	372,346	9,534	377	1,956	1,460	...	3	82	593,216
1869-70, ...	222,357	357,408	6,690	902	3,643	2,043	248	...	...	593,291
1868-69, ...	210,406	290,044	4,337	2,952	20,905	942	286	27	27	529,926

More than half the imports crossed elsewhere.

Sambar and Didwána are practically the only salts imported here.

Thus more than half the salt on which the duty is credited to the Hissar Division was not imported across the line in that division. The actual imports indeed show no increase. Sambar and Didwána are practically the only salts imported here. The imports of the former have increased, while those of the latter have decreased.

Increase in Sambar,

and falling off of Dídwána imports explained.

The increase in the Sambar imports was due to the falling off of the Sultanpúr and Noh salt imports as well as of those from Dídwána. I shall deal hereafter with the Sultanpúr and Noh salts. The reasons given for the falling off of the Dídwána imports are (1) the destruction of large quantities of salt at Dídwána by heavy rain that fell in November and December, 1870; and (2) the inferior quality of the article brought into the depôts above line. During the last three months of the year the Dídwána imports considerably improved.

Sugar.
Actual and nominal exports nearly correspond.

30. The amount of sugar actually exported was not so very much less than that on which duty was paid in the Hissar Division, as will be seen from the following tables :—

ACTUAL EXPORTS.

Detail of sugar, refined and unrefined, that actually crossed the line in the Hissar Division.

Years.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1871-72, ...	108,041	326,430	434,471
1870-71, ...	89,034	335,751	424,785
1869-70, ...	59,880	286,802	346,682
1868-69, ...	61,984	219,835	281,819

NOMINAL EXPORTS.

Detail of sugar, refined and unrefined, on which duty was paid at the Hissar Custom House.

Years.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1871-72, ...	173,392	295,899	469,291
1870-71, ...	155,278	260,695	415,973
1869-70, ...	141,387	196,083	337,470
1868-69, ...	135,031	195,656	330,687

Increase in refined sugar noticed.

It will be seen that there was a fair increase in the exports of refined sugar which is ascribed to the improved condition of the consumers in Rájpútána as well as to the numerous marriages which took place.

CHARGES
have been well kept down, which, together with the increase in receipts, has reduced the ratio of expenditure.

31. I have no particular remarks to make on the charges in the Hissar Division (Annexure III.) except that they have been well kept down. This, together with the increase in receipts, has brought down the percentage of charges to realizations from 9·25 to 8·32 (Annexure IV.)

Dehli.
Gross realizations of the past four years compared.

32. I now come to the Division in which the great loss of the year occurred, namely the Dehli Division. The following figures show the gross realizations for the past four years :—

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72, ...	20,89,538	5,48,634	45,184	26,83,356
1870-71, ...	27,51,812	5,40,185	57,493	33,49,490
1869-70, ...	27,90,746	4,75,153	4,100	32,69,999
1868-69, ...	26,97,725	3,53,628	4,358	30,55,711

On a large proportion of the imports duty is paid and credited in other divisions.

Actual and nominal imports contrasted.

With regard to the actual imports of salt as compared with the quantities on which duty is paid, the case of the Dehli Division is the converse of that of Hissar. In the Dehli Division large quantities of salt are imported on which the duty is paid and credited in other divisions. The following tables will show this in detail:—

ACTUAL IMPORTS.

Detail of salt of all descriptions that actually crossed the line in the Dehli Division.

Years.	Black.	Balambha.	Sambar.	Didwána.	Sultanpuri.	Salambha.	Miscellaneous.	Total.
	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds
1871-72,	5,805	7	289,435	84,485	558,801	15,400	406	954,339
1870-71,	8,827	17	246,740	120,661	688,100	50,759	311	1,115,414
1869-70,	6,903	10	275,792	121,549	621,033	111,902	...	1,137,189
1868-69,	3,999	27	262,333	86,454	713,197	83,435	1	1,149,445

NOMINAL IMPORTS.

Detail of salt of all descriptions on which duty was paid at the Dehli Custom House.

Years.	Black.	Balambha.	Sambar.	Didwána.	Sultanpuri.	Salambha.	Miscellaneous.	Total.
	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.
1871-72,	233	7	34,061	4,417	549,515	107,872	407	696,512
1870-71,	352	18	68,965	3,642	684,682	159,144	460	917,263
1869-70,	32	18	67,706	2,143	626,554	233,794	2	930,249
1868-69,	62	10	74,259	3,488	685,599	135,824	...	899,242

The proportion in which each description of salt contributed.

An increase in Sambar; decrease in Sultanpúri, Dídwána, and Salumbha.

Net decrease in actual imports.

More than half the salt imported across the Dehli line comes from the Sultanpúr mehals; about one-fourth is Sambar salt, and the remainder comes almost entirely from Dídwána and the Noh mehals. In every one of those, except Sambar salt, which shows an increase of over 40,000 maunds, there was a considerable falling off. In Sultanpuri salt, the decrease amounts to nearly 1,30,000 maunds; in Dídwána to 36,000 maunds, and in Salambha (from Noh) 35,000 maunds. Thus the net decrease in actual imports of salt was about 1,61,000 maunds, involving a loss of duty amounting to Rs. 4,83,000. The decrease in salt duty actually credited in the Dehli Division is very much in excess of this sum, being more than Rs. 6,62,000. This is partly accounted for by the fact that on the abolition of the Mathra Customs-house the traders on that part of the line at first, *i.e.*, in 1870-71 came to the Dehli Customs-house for their rawannas, but have since gone to Agra In accounting for fluctuations of revenue, it appears to me best to confine my remarks to the actual imports in each division after pointing out how they differ from the amounts on which duty was credited.

On the abolition of the Mathra Customs-house traders took out Rawannas from Dehli, but now resort to Agra.

The two main causes for the falling off are:—First, an early and severe rainy season, and, second, the Camp of Exercise at Delhi.

The two main causes assigined for the falling off of the Dehli imports are, first, the early setting in of the rains, their severity and long continuance; and, second, the Camp of Exercise at Dehli. In the month of May, when the collections are usually the largest, the rains set in early and suddenly.

The owners of carts returned to their villages for agricultural operations. The rain continued heavily and the roads became impracticable. This was not all the mischief done to the salt trade by the rains. When they set in suddenly about 50,000 maunds of salt in and out of the pans in the Sultanpúr mehals were destroyed. Further manufacture was prevented, and it is estimated that from these causes the outturn during the first half of the year was reduced by 2,17,000 maunds below the quantity produced in the first half of 1870-71. The salt manufacture at Noh was similarly affected from the same causes. After the rains trade began to revive, but it was again suddenly checked by the enormous demand for carriage occasioned by the Dehli Camp of Exercise. On this subject the Collector says: "Arrangements commenced to be made in October for collecting Commissariat supplies for the troops. For the conveyance of those a large number of carts were needed, and all that could be found in the neighbourhood within a radius of 20 or 30 miles were impressed for the work. The salt traders in this vicinity were thus again deprived of mostly all the available means of transport for their goods, and at a time when they most needed this help. The difficulty was increased by the disinclination of those whose carts were not actually seized to take up salt, as the roads to be traversed would bring them near Dehli, and they fully expected to be seized in passing the place. Such, indeed, was the feeling against getting into the hands of the Commissariat people (for what reason is unknown) that the carts in many of the villages are known to have been taken out of reach and concealed. Some few were got now and then by the salt traders at largely increased rates of hire, and by sending to villages far off, but the supply fell far short of what was needed." This state of things lasted until the breaking up of the camp, when only about two months remained in which to make up the losses of the year. Meanwhile the markets, usually provided by imports across the Dehli line, had, to some extent, been supplied by other routes, and the Dehli traders had sought other investments for their capital. Other causes mentioned by the Collector for the falling off of the imports are a suspension of credit transactions between the traders at the Sultanpúr works and those within the line, owing to some attempts at unfair dealings, adulteration of salt, inferiority of the salt in store, and the expectation of the immediate opening of the Dehli and Riwari Railway. In spite of the large falling off of the Dehli imports in the year under report, there is no reason to suppose that the trade is permanently affected. Since the commencement of the current year it has been very brisk, and up to the 22nd June the receipts on account of salt were Rs. 2,56,320 in excess of those in the same period of 1871-72.

Sudden setting in of rains hastened on agricultural operations, and destroyed about 50,000 maunds of salt at the Sultanpúr mehals.

Manufacture at the Noh mehals also affected by early rains.

Trade further checked by the enormous demand for carriage at the Camp of Exercise, as illustrated by the Collector of the division.

Traders deprived of mostly all the available means of transport for their goods.

Some few carts were got now and then at largely increased rates of hire.

Markets usually provided by imports across the Dehli line supplied to some extent by other routes.

Other causes mentioned by the Collector for the falling-off of the imports.

No reason to suppose, however, that the trade is permanently affected, as since the commencement of the current year it has been very brisk.

33. The following tables show the stocks, manufacture, and sales in the Sultanpúr and Noh Mehals for the past four years:—

Details of stocks, manufacture, and sales in the Sultanpúr and Noh mehals furnished.

Manufacture, sale, and stock in hand at the Sultanpúr Mehals.

Years.	Stock at commencement of year.	Manufactured during the year.	Sold during the year.	Stock in hand at close of year.
	Maunds.	Maunds.	Maunds.	Maunds.
1871-72, ...	148,457	456,411	547,136	57,732
1870-71, ...	111,169	716,697	679,409	148,457
1869-70, ...	59,699	665,509	614,039	111,169
1868-69, ...	46,417	711,934	698,652	59,699

Manufacture, sale, and stock in hand in the Noh Mehals.

Years.	Stock at commencement of year.	Manufactured during the year.	Sold during the year.	Stock in hand at close of year.
	Maunds.	Maunds.	Maunds.	Maunds.
1871-72, ...	307,485	203,182	164,507	346,160
1870-71, ...	293,188	223,540	209,243	307,485
1869-70, ...	410,378	230,934	348,124	293,188
1868-69, ...	394,158	260,517	244,297	410,378

Sultanpúr salt crosses only in the Dehli Division of the line while less than one-tenth of the Noh salt enters that division the remainder crossing in the Agra Division.

The whole of the Sultanpúr salt crosses the Dehli Division of the line, while less than one-tenth of the Noh salt enters that division, the remainder crossing the Agra Division. These salts, especially that from Noh, are of inferior quality, and as railway communication brings into the market superior salts at low prices, the demand for the inferior qualities may be expected to diminish.

Sugar.
Continued improvement during the year.

34. The Dehli Division sugar trade continued to increase during the year. The following are the figures for the past four years:—

ACTUAL EXPORTS.

Detail of sugar, refined and unrefined, that actually crossed the line in the Dehli Division.

Years.	Refined.	Unrefined.	Total.
	Maunds.	Maunds.	Maunds.
1871-72, ...	431,095	434,047	865,142
1870-71, ...	402,138	451,663	853,801
1869-70, ...	321,205	475,048	796,253
1868-69, ...	296,513	389,633	686,146

NOMINAL EXPORTS.

Detail of sugar, refined and unrefined, on which duty was paid at the Dehli Custom House.

Years.	Refined.	Unrefined.	Total.
	Maunds.	Maunds.	Maunds.
1871-72, ...	361,412	499,253	860,665
1870-71, ...	329,531	561,718	891,249
1869-70, ...	246,196	610,550	856,746
1868-69, ...	199,434	411,184	610,618

The same carriage used to a great extent for both the import and export trade,

and though sufficient for the latter, miserably inadequate for the former. This was the case during 1871-72.

The improvement was entirely in refined sugar.

Since the imports of salt considerably exceed the exports of sugar, and the same carriage is to a great extent used for both, an amount of carriage which is greatly below the necessities of the salt trade may be amply sufficient for the sugar trade; this was the case during the year under report. Although the 9½ lacs of maunds of salt imported was more than 1½ lac below the previous year, the sugar exports were only a little over 8½ lacs of maunds, and this was in excess of previous years. The improvement was entirely in refined sugar at the expense of unrefined. If the weather had been less unfavourable, the sugar exports, it is believed, would have been still greater.

35. The decrease in miscellaneous receipts is in this, as in other divisions, to some extent nominal, arising from the exclusion from both sides of the accounts of items received simply as deposits to be immediately paid away again as informers' shares of fines and confiscations. There was also a decrease of nearly Rs. 5,000 in the Hakimi cess on Sultanpúri salt owing to the decreased sales.

Cause assigned for decrease in miscellaneous revenue.

Decrease in Hakimi cess on Sultanpúri salt due to diminished sales.

CHARGES.

36. The decrease in charges is also partly nominal, being due to the same cause as the decrease in miscellaneous receipts, namely, the exclusion of amounts from both sides of the account. Owing to the great loss in the salt revenue, the percentage of charges to collections was raised from 4·83 to 5·83, which, however, is still very moderate.

Decrease accounted for.

The great loss in the salt revenue raised the percentage of charges.

37. The revenue of the Agra Division exceeded that of the previous year by less than Rs. 2,000. If it had not been for the sugar trade there would have been a decrease. The following were the gross realizations during the past four years:—

Agra.

Gross realizations.

Gross Realizations.

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72, ...	40,14,609	4,73,336	1,800	44,89,740
1870-71, ...	40,37,023	4,40,231	10,635	44,87,895
1869-70, ...	45,55,257	4,24,885	11,891	49,92,033
1868-69, ...	44,84,954	4,10,740	7,787	49,03,481

The salt trade has not recovered the depression under which it suffered in 1870-71. The causes assigned by the Collector are :—

Continued depression of the salt trade remarked upon.

1. Large stocks of previous years being unexhausted until late in the year under report.
2. Difficulties of carriage arising from the demand for the Dehli Camp and for the cotton trade.
3. The competition of Eastern and Bombay salts.
4. Illicit manufacture in Behar.

38. The actual imports of each description of salt into the Agra Division as compared with the amounts on which duty was realized in that division will be found in the following tables:—

Actual and nominal imports contrasted.

ACTUAL IMPORTS.

Detail of salt of all descriptions that actually crossed the line in the Agra Division.

Years.	Balambha.	Sambar.	Salambha.	Miscellaneous.	Total.
	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.
1871-72, ...	1,047,240	224,660	149,945	114	1,421,959
1870-71.	1,059,897	246,096	164,372	48	1,470,413
1869-70, ...	1,129,535	271,097	239,729	4,909	1,645,270
1868-69, ...	1,162,648	201,409	176,185	16	1,540 258

NOMINAL IMPORTS.

Detail of salt of all descriptions on which duty was paid at the Agra Custom House.

Years.	Balambha.	Sambar.	Salambha.	Sultan-puri.	Miscella-neous.	Total.
	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.	Maunds.
1871-72, ...	1,054,590	224,150	59,348	...	113	1,338,201
1870-71, ...	1,049,955	210,222	85,451	...	48	1,345,676
1869-70, ...	1,138,161	270,902	109,354	...	2	1,518,419
1868-69, ...	1,174,308	208,397	111,053	825	401	1,494,984

Salambha.
Nearly all this salt pays duty in the Dehli Division, while the greater part crosses the Agra line.
Of the actual imports Balambha salt is the most important.

Reasons assigned for the falling-off of trade in this salt.

Sambar.
Decrease counterbalanced by increase in the Dehli and Hissar Divisions.

The difference is chiefly due to the Salambha salt from Noh, the duty on which is nearly all paid in the Dehli Division, while the greater part crosses the line actually in the Agra Division. Confining ourselves to the actual imports, we find that the most important is Balambha salt from the Bhartpúr works. This is, comparatively speaking, an inferior description of salt, and is not sufficiently cheap to hold its place against the increasing competition of the superior salts which are now being thrown at moderate prices into the market by the various railways. I believe this to be the chief reason of the declining import of this article. The decrease in Sambar imports must be set against the increase of this description of salt in the Dehli and Hissar Divisions. In 1869-70 there was an abnormal diversion of the Central India and Bandelkhand trade, which temporarily increased the imports of Sambar salt across the Agra Division of the line.

Sugar.
Actual and nominal exports.

39. The statistics regarding the sugar trade will be found in the following tables:—

ACTUAL EXPORTS.

Detail of sugar, refined and unrefined, that actually crossed the line in the Agra Division.

Years.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1871-72, ...	336,579	354,408	690,987
1870-71, ...	305,719	362,546	668,265
1869-70, ...	265,722	419,327	685,049
1868-69, ...	368,349	408,128	676,477

NOMINAL EXPORTS.

Detail of sugar, refined and unrefined, on which duty was paid at the Agra Custom House.

Years.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1871-72, ...	344,566	343,368	687,934
1870-71, ...	317,334	327,709	645,043
1869-70, ...	275,489	398,365	673,854
1868-69, ...	263,914	391,513	655,427

The causes assigned for the increased exports of refined sugar, which more than counterbalanced the decrease in unrefined, are similar to those given for the increases in the Hissar and Dehli Divisions.

Causes for increase in refined, and decrease in unrefined sugar.

40. The miscellaneous receipts were affected by the same causes as in the Dehli Division, being chiefly nominal.

Miscellaneous receipts *affected by the same causes as in the Dehli Division.*

41. The charges of the Agra Division, as shewn in Annexure III., include the entire Head-quarters' charges. Deducting these they amounted, in 1871-72, to Rs. 2,18,703, against Rs. 2,28,136 in the previous year. The percentage to collections was thus reduced from 5·08 to 4·87.

CHARGES *include in Annexure III. the entire Head-quarters' charges; deducting these the percentage to collections is reduced.*

42. The following were the gross realizations of the Jhansi Division for the past four years :—

Jhansi. Gross realizations.

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72, ...	2,52,793	62,384	572	3,15,749
1870-71, ...	1,83,346	58,666	2,876	2,44,888
1869-70, ...	88,632	55,586	2,778	1,46,996
1868-69, ...	2,33,237	77,858	2,868	3,13,963

The details of the actual and nominal salt imports are given below :—

Actual and nominal imports.

ACTUAL IMPORTS.

Detail of salt of all descriptions that actually crossed the line in the Jhansi Division.

Years.	Sambar.	Kansia.	Chutia.	Salt in Saltpetre.	Salt in Rassi Matti.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1871-72, ...	82,552	6,230	45	4	6	88,837
1870-71, ...	62,791	260	76	1	...	63,128
1869-70, ...	33,896	116	169	8	3	34,192
1868-69, ...	77,824	7,757	9	2	16	85,608

NOMINAL IMPORTS.

Detail of salt of all descriptions on which duty was paid at the Jhansi Custom House.

Years.	Sambar.	Chutia.	Kansia.	Salt in Rassi Matti.	Salt in Saltpetre.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1871-72, ...	79,813	45	4,396	6	4	84,264
1870-71, ...	61,035	77	1	...	1	61,114
1869-70, ...	29,445	89	1	1	8	29,544
1868-69, ...	77,161	8	555	19	2	77,745

The salt trade, which revived in 1870-71, owing to the lowering of prices by the Banjaras, continued to develop itself in 1871-72 by the maintenance of low prices. Not only was there a great increase in the imports of Sambar salt, but Kansia from Pachbadra, which had almost disappeared, was brought across the line to the amount of 6,230 maunds.

Continued development of the salt trade owing to lowering of prices by Banjaras; the result being a great increase in the imports of Sambar salt, and a partial revival of the trade in Kansia salt.

Rail and river borne salt driven back to marts in proximity to the railway and river.

Probable cessation of Banjara traffic on completion of the Sambar and Agra Railway.

The Banjaras have temporarily driven back rail and river borne salt to marts in proximity to the railway and river. I say temporarily, because it is more than probable that on the completion of the Sambar and Agra Railway the Banjara traffic will be destroyed, and very little salt will cross the line in the Jhansi Division.

Sugar.
Actual and nominal exports stated.

43. The actual and nominal exports of sugar from the Jhansi Division are given in the following tables:—

ACTUAL EXPORTS.

Detail of sugar, refined and unrefined, that actually crossed the line in the Jhansi Division.

Years.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1871-72, ...	45,124	80,388	1,25,512
1870-71, ...	51,121	52,606	1,03,727
1869-70, ...	37,087	68,635	1,05,722
1868-69, ...	47,295	81,491	1,28,786

NOMINAL EXPORTS.

Detail of sugar, refined and unrefined, on which duty was paid in the Jhansi Custom House.

Years.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1871-72, ...	33,399	77,284	1,10,683
1870-71, ...	41,272	46,380	87,652
1869-70, ...	30,414	67,121	97,535
1868-69, ...	47,295	81,491	128,786

Decrease in the refined and increase in the unrefined article commented on.

The refined article shows a decrease which is more than compensated by an increase in the unrefined. Regarding the trade in refined sugar the Collector writes:—"Owing doubtless to the influence of the railway, which supplies all the Native States, formerly dependent for their sugar upon Banjaras, who exported it across this division, the quantity which now finds its way across the line is simply taken to a few petty Native States and other marts in the immediate vicinity of our *cordon*." The trade in unrefined sugar is purely local, the increase is ascribed to a favourable harvest.

Miscellaneous receipts.
Nominal decrease remarked.

44. Regarding miscellaneous receipts I have only to remark that the decrease is balanced by a decrease in contingent charges, both being nominal. In other respects the charges have slightly increased owing to fluctuations in the pay of the officers. Owing to the small amount of trade in this division, the percentage of charges to collections is very high, but in 1871-72 it was reduced from 73·84 to 57·31. When, however, the collections and charges of the Agra and Jhansi Divisions are taken together (excluding headquarters' charges), it is found that the percentage of charges to revenue in the North-Western Provinces' section of the line was only 8·31 in 1871-72.

CHARGES.

Percentage of charges to collections reduced in 1871-72 from 73·84 to 57·31; but the collections and charges of the Agra and Jhansi Divisions taken together are only 8·31 per cent.

Ságar.
Gross realizations.

45. We come now to the Central Provinces section of the line, commencing with the Ságar Division, of which the following were the gross realizations for the past four years:—

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72, ...	3,82,894	26,556	686	4,10,136
1870-71, ...	3,28,770	30,159	7,712	3,66,641
1869-70, ...	2,59,647	31,574	8,617	2,99,838
1868-69, ...	4,73,531	42,322	25,935	5,41,788

Actual and nominal imports.

The actual and nominal imports of salt were as follows:—

ACTUAL IMPORTS.

Detail of salt of all descriptions that actually crossed the line in the Ságar Division.

Years.	Kansia.	Sambar.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.
1871-72, ...	114,842	7,934	2	122,778
1870-71, ...	83,604	25,799	151	109,554
1869-70, ...	47,936	36,742	...	84,678
1868-69, ...	141,686	18,366	...	160,052

NOMINAL IMPORTS.

Detail of salt of all descriptions on which duty was paid at the Ságar Custom House.

Years.	Sambar.	Kansia.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.
1871-72, ...	8,667	118,961	3	127,631
1870-71, ...	41,585	68,004	...	109,589
1869-70, ...	43,471	43,077	...	86,548
1868-69, ...	33,732	124,110	...	157,842

History of the trade in this division similar to that of Jhánsi. The Banjaras, by reducing their prices, revived their trade; but here the revival was in Kansia Salt, its competitors being Kokan and Baragara, the latter of which is the more formidable of the two.

The recent history of the trade in this division has been very similar to that of the Jhánsi Division. Here also have the Banjaras, by a reduction in their prices, revived their trade and driven back the competition of the railway-borne salt, but here the revival has taken place in the imports of Kansia salt and the Railway competing is the Great Indian Peninsula, bringing Kokan and Baragara salt. The latter is the more formidable competitor of the two, and the Collector anticipates that eventually it will undersell Kansia in the markets within this division of the line.

SUGAR.
Actual and nominal exports.

46. The statistics of the sugar trade for the past four years are given below:—

ACTUAL EXPORTS.

Detail of sugar, refined and unrefined, that actually crossed the Line in the Ságar Division.

Years.	Refined.	Unrefined,	Total.
	Mds.	Mds.	Mds.
1871-72, ...	11,564	9,632	21,196
1870-71, ...	17,891	10,506	28,397
1869-70, ...	20,871	7,816	28,687
1868-69, ...	26,029	6,328	32,357

NOMINAL EXPORTS.

Detail of Sugar, refined and unrefined, on which duty was paid at the Ságar Custom House.

Years.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1871-72, ...	21,351	13,877	35,228
1870-71, ...	24,464	15,183	39,647
1869-70, ...	27,483	10,905	38,388
1868-69, ...	38,166	11,082	49,248

Trade drawn away by the Railway.

Here also the trade, except that which is purely local, has been drawn away by the Railway.

Miscellaneous receipts and contingent charges. *Decrease noted.* Percentage of charges to revenue decreased.

47. The miscellaneous receipts and the contingent charges of the Ságar Division have decreased nominally as in other divisions. The percentage of charge to revenue has decreased from 36·66 to 31·39.

Hoshangábád. Gross realizations.

48. The gross realizations of the Hoshangábád Division for the past four years have been as follows:—

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72, ...	18,957	1,01,214	324	1,20,495
1870-71, ...	36,788	71,893	2,863	1,11,544
1869-70, ...	71,227	16,885	5,230	93,342
1868-69, ...	90,000	13,710	2,441	1,06,151

Increase of revenue due to development of Railway trade in sugar.

That there has been an increase of revenue in the past two years is solely owing to the development of the Railway trade in sugar.

Salt.

Actual imports increasing year by year, while the amount of salt duty paid in this division is as steadily diminishing.

With regard to salt the financial position of this division is peculiar. As will be seen from the following tables, the actual imports of salt are year by year increasing, while the amount of salt duty paid in the division is as steadily diminishing. This is simply due to the fact that the duty on the salt imported by Railway is credited in the Nagpúr Division, and this salt has almost entirely superseded all other salt imports in this part of the line.

ACTUAL IMPORTS.

Detail of salt of all descriptions that actually crossed the line in the Hoshangábád Division.

Years.	Kansia.	Sambar.	Baragara.	Kokan.	Kansia and Sambar mixed.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1871-72, ...	5,478	52	82,593	76,703	...	27	164,853
1870-71, ...	11,431	281	26,584	83,522	16	2	121,836
1869-70, ...	7,795	7,400	7,843	46,269	1,864	2	71,173
1868-69, ...	18,354	2,131	3,786	42,813	2,379	14	69,477

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1871-72.

NOMINAL IMPORTS.

Detail of salt of all descriptions on which duty was paid at the Hoshangábád Custom House.

Years.	Sambar.	Kansia.	Kokan.	Baragara.	Kokan and Bhushki mixed.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1871-72, ...	52	6,113	228	118	...	17	6,528
1870-71, ...	253	11,695	145	458	...	55	12,606
1869-70, ...	7,603	10,012	31	7,899	2,051	3	27,599
1868-69, ...	2,343	22,639	2,211	1,466	1,223	1,223	31,105

Kansia salt is to a small extent imported as a fancy article; Sambar has practically disappeared. There has been a diminished import of Kokan, but Baragara has greatly increased.

The different kinds of salt imported.

49. No duty is taken on unrefined sugar in the Hoshangábád Division, nor on refined sugar passing by railway through to Khandeish. But it is levied on all refined sugar exported to Bhopal, Indor &c., across the line in this division. The development of this trade is entirely due to the railway, which has diverted it from other routes.

Sugar.

No duty taken on unrefined sugar, nor on refined sugar passing by railway through to Khandeish; but it is levied on all refined sugar exported to Bhopal, Indor, &c., across the line.

The following tables show the actual and nominal exports of duty-paying sugar for the last four years:—

Actual and nominal exports for the last four years compared.

ACTUAL EXPORTS.

Detail of refined sugar that actually crossed the Line in the Hoshangábád Division.

Years.	Refined.					
	Mirzapúr.		*Bombay.*		*Total.*	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Maunds.	Rupees.	Maunds.	Rupees.	Maunds.	Rupees.
1871-72,... ...	1,02,445	1,02,796	...	...	1,02,445	1,02,796
1870-71,... ...	71,129	71,620	...	...	71,129	71,620
1869-70,... ...	11,108	11,250	5,338	5,338	16,446	16,588
1868-69,... ...	12,929	12,929	2,119	2,119	15,048	15,048

NOMINAL EXPORTS.

Detail of refined sugar on which duty was paid at the Hoshangábád Custom House.

Years.	*Refined.*
	Maunds.
1871-72, ...	1,01,213
1870-71, ...	71,893
1869-70, ...	16,885
1868-69, ...	13,710

No duty is now taken on sugar which is brought from Bombay, and, recrossing our line, passes into the Central India Native

No duty taken on sugar brought from Bombay.

It is either locally produced in Bombay or imported by sea viâ *that part. Possibly the export duty on the North-Western Provinces sugar acts as a protective duty on Bombay sugar, in which case the reduction of the line duty might increase our exports without decreasing the revenue.*

States. This Sugar, which competes with Mirzapúr or North-Western produce in those States, is either locally produced in Bombay, or is imported from Mauritius, China, or even by sea from Bengal, coming, it is said, from Benares. It is possible that our line export duty on the North-Western Provinces sugar acts as a protective duty on sugar brought from Bombay, and that that duty, or a portion of it, therefore falls on our own producer instead of on the consumer. In such a case the reduction of the line duty might increase our exports without causing a decrease in the revenue.

Miscellaneous receipts unimportant; and charges in this division abnormally high owing to peculiarities explained by Mr. Batten.

50. I have nothing of importance to remark regarding the miscellaneous receipts or the charges of the Hoshangábád Division. Owing to the fact that the greater part of the duty on salt entering this division is credited in the Nagpúr Division, the percentage of charges to collections is abnormally great. It was, however, reduced in the year under report from 84·62 to 78·04.

NAGPUR
Comprises the Berár and Wardhá sections.
Cost of the whole division divided equally between the British Government and the Berárs Administration, but the revenue credited to the latter is the duty on the salt consumed in the Berárs.
Gross realizations of the Berárs for the past four years.

51. The Nagpúr Division comprises two sections: the Berár section and the Wardhá section. The cost of the whole division is divided equally between the British Government and the Berárs Administration, but the revenue credited to the latter is the duty on the salt consumed in the Berárs, together with local miscellaneous receipts. For the last four years the gross realizations of the Berárs have been as follows:—

Years.	Salt.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.
1871-72, ...	2,95,642	289	2,95,931
1870-71, ...	2,68,407	1,794	2,70,201
1869-70, ...	3,15,008	3,519	3,18,527
1868-69, ...	3,00,293	2,509	3,02,802

Actual imports of Kokan salt into the Berárs.

The actual amounts of Kokan salt imported into the Berárs were as follows:—

Years.	Maunds.
1871-72, ...	242,568
1870-71, ...	234,886
1869-70, ...	231,436
1868-69, ...	201,141

Other imports in 1871-72.

Steady increase year by year, although the duty of 1871-72 *was less than in* 1869-70 *or* 1868-69. *Cause assigned.*

In 1871-72 there were also imported from Dwarka, in Guzarát, 7,818 maunds of salt, and from Muskat 10 maunds. Thus it will be seen that the imports have steadily increased year by year, although the duty of 1871-72 was less than in 1869-70 or 1868-69. The reason is that the local duty in Bombay was, in December, 1869, raised from Re. 1-8-0 to Re. 1-13-0 per maund, and that consequently the line duty was reduced from Re. 1-8-0 to Re. 1-3-0 per maund.

Gross realizations of the Nagpúr Division for the past four years.

52. The following table shows the gross realizations in the Nagpúr Division credited to the British Government:—

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72, ...	7,12,157	58	378	7,12,593
1870-71, ...	7,20,769	472	1,098	7,22,339
1869-70, ...	6,83,675	17,155	2,005	7,02,835
1868-69, ...	6,68,637	27,115	3,899	6,99,651

The actual imports of salt, and the amounts on which duty was paid, were as follows :—

Actual and nominal imports compared.

ACTUAL IMPORTS.

Detail of salt of all descriptions that actually crossed the line, including net transfers from Berár.

Years.	Kokan.	Bhushki.	Guzarátí in 1871-72. Banwár in previous years.	Total.
	Maunds.	Maunds.	Maunds.	Maunds.
1871-72, ...	422,408	...	14,376	436,784
1870-71, ...	438,529	...	15	438,544
1869-70, ...	522,565	...	638	523,203
1868-69, ...	392,505	1,223	3,376	397,104

NOMINAL IMPORTS.

Detail of salt of all descriptions on which duty was paid at the Nagpúr Custom House.

Years.	Kokan.	Baragara.	Miscellaneous.	Total.
	Maunds.	Maunds.	Maunds.	Maunds.
1871-72, ...	498,050	76,769	24,887	599,706
1870-71, ...	581,926	...	21,807	603,733
1869-70, ...	527,362	...	638	528,000
1868-69, ...	443,310	...	1,223	444,533

As above remarked, the Nagpúr Division not only gets credit for the duty on its own imports of Kokan salt, but also for that on the imports of Kokan and Baragara into the Hoshangábád Division.

The Nagpúr Division is credited with duty on its own imports, and also on the greater portion imported into the Hoshangábád Division.

The actual imports of salt were rather less in 1871-72 than in the previous year, and considerably below those of 1869-70. The reasons assigned by the Collector are :—

Decrease in actual imports explained.

1. Increased supplies of Banwár or Madras salt in the Chatisgurh Division.
2. Rise of prices of salt in Bombay, owing to destruction of stores by floods.
3. Increased vigilance against smuggling in Bombay.

He also hints at smuggling by railway, and transfers of salt from the Berárs to the Central Provinces which escape registration.

Besides the Kokan salt, it will be observed that 14,376 maunds of salt were imported from Guzarát, chiefly from Dwarka. It is said that this experiment has not proved a success, but there is reason to believe that, as in the Hoshangábád Division, Baragara salt will soon commence to displace Kokan, particularly when the rail to Patri is open. Why it has not already been imported into the Berárs and Nagpúr Division I do not understand. If it can successfully compete with Kokan in the Narbada Valley it can do so in the Berárs and Nagpúr.

Some salt was imported from Guzarát, chiefly from Dwarka, but this experiment has not proved a success.

Prospect of Baragara displacing Kokan as in the Hoshangábád Division.

53. The sugar revenue of the Nagpúr Division has almost entirely disappeared owing to the abolition of the line between Nagpúr and the Berárs. I have recommended to the Chief Commis-

SUGAR.
Decline of the revenue accounted for.

Proposed abolition of the sugar duties here and in the Raipúr Division.

sioner, Central Provinces, that here and in the Raipúr Division, the sugar duties be entirely abolished. The following tables give the statistics of exports for the past four years:—

ACTUAL EXPORTS.

Detail of refined sugar that actually crossed the line in the Nagpúr Division.

Years.	Refined.
	Maunds.
1871-72, ...	56
1870-71, ...	218
1869-70, ...	16,940
1868-69, ...	27,115

NOMINAL EXPORTS.

Detail of refined sugar on which duty was paid at the Nagpúr Custom House.

Years.	Refined.
	Maunds.
1871-72, ...	59
1870-71, ...	471
1869-70, ...	17,155
1868-69, ...	27,115

Miscellaneous receipts.

CHARGES

Divided equally between the Berárs Administration and the Imperial Government.

Increase explained.

Percentage of charges.

Local duty received by the Bombay Government on the salt imported thence into the Berárs and Central Provinces, a transfer credit of which would have added to the Berárs and Central Provinces revenues, and reduced the charges.

54. The miscellaneous receipts are trifling, and call for no remarks. As above observed, the charges for the two sections of the Nagpúr Division are divided equally between the Berárs Administration and the Imperial Government. The moiety thus chargeable to each was Rs. 81,499 in 1871-72, against Rs. 79,496 in the previous year. The increase was chiefly due to the promotion of the Collector to a higher grade, and the filling up of posts which had remained vacant for some months in the earlier part of the year. The percentage of charges to revenue in the Berárs section amounted to 27·54, and in the Imperial section to 11·43. It must be borne in mind that the Bombay Government received on the salt imported thence into the Berárs and Central Provinces local duty at the rate of Re. 1-13-0 per maund, leaving only Re. 1-3-0 to be credited to the Inland Customs Department. Had a transfer of these credits been made, the Berárs would have added Rs. 4,51,117, and the Central Provinces Rs. 10,86,942 to their respective revenues for 1871-72. This would have reduced the percentage of charges to revenue to 10·9 in the Berárs section and in the Wardha section to 4·5.

RAIPUR.
Gross realizations.

55. The last division of the line is the Raipúr Division, of which the following were the gross realizations :—

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1871-72, ...	1,20,110	297	1,844	1,22,251
1870-71, ...	1,07,265	377	6,603	1,14,245
1869-70, ...	1,46,761	249	12,128	1,59,138
1868-69, ...	2,02,440	432	6,808	2,09,680

The actual imports of salt were greater in 1871-72 than they were in the two previous years, as will be seen from the following tables of actual and nominal imports. The salt paying duty in this division is entirely that which is actually imported.

Actual and nominal imports contrasted.

ACTUAL IMPORTS.

Detail of salt of all descriptions that actually crossed the line in the Raipúr Division.

Years.	Nawapara manufactory.	Ichapuri.	Ganjam.	Amarbeli.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.
1871-72, ...	88,553	10,680	3,083	...	102,316
1870-71, ...	63,976	22,366	6,673	...	93,015
1869-70, ...	87,414	4,770	8,474	...	100,658
1868-69, ...	129,632	1,729	989	57	132,407

NOMINAL IMPORTS.

Detail of salt of all descriptions on which duty was paid at the Raipúr Custom House.

Years.	Banwar.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.
1871-72, ...	88,784	14,212	102,996
1870-71, ...	64,390	29,004	93,394
1869-70, ...	87,795	13,245	101,040
1868-69, ...	132,184	2,776	134,960

The differences between the two tables are simply due to the differences between the Rawannas issued and those made use of during the year. The decrease in salt revenue from that of 1869-70, in spite of the increased imports, is due to the raising of the Madras duty by 5 annas per maund in December, 1869, by which the line duty was diminished at first to Re. 1-2-0 per maund, and under recent orders to Re. 1-3-0 per maund. The increase in imports of Nawapara salt is ascribed to the removal of restrictions temporarily placed on the Banjára trade by rules for the procuring of Rawannas from the Madras authorities, and the decrease in Ichapúri and Ganjam imports to the extensive organized smuggling in the eastern beats of the division.

Difference between the actual and nominal imports explained.

Decrease in the salt revenue from 1869-70 accounted for.

Causes assigned for the increase in Nawapara salt,

and the decrease in Ichapúri and Ganjam salt.

56. The duties collected on sugar and the miscellaneous receipts are trifling in the Raipúr Division, and call for no remark. The charges, amounting to Rs. 93,107 in 1871-72, were 76·16 per cent. on the collections; but if we add to the latter the amount of duty paid in the Madras Presidency on the salt which was imported across the Raipúr line, Rs. 1,88,885, the total revenue due to this line amounts to Rs. 3,11,136, on which the charges are nearly 30 per cent.

Sugar realizations and miscellaneous receipts call for no remark.

CHARGES *Were* 76·16 *per cent. on the collections, but if transfer credit were allowed would fall to nearly* 30 *per cent.*

57. The total charges for the Central Provinces, including the Berárs, amounted, in 1871-72, to Rs. 4,78,916, and the total collections, added to the local duties realized in Bombay and Madras, on salt crossing the line were Rs. 33,89,077. The percentage of charges to collections was therefore 14·13 against 8·31 in the North-Western Provinces, and 7·74 in the Panjab.

TOTAL CHARGES FOR THE CENTRAL PROVINCES.

Percentages of charges in the Central Provinces, North-Western Provinces, and Panjab compared.

INTERNAL BRANCH. Gross realizations.

58. The gross realizations of the Internal Branch for the last four years have been as follows:—

Years.	N.-W. Provinces.				Oudh.				Total Internal Branch.			
	Duty on salt.	License Fees.	Miscellaneous.	Total.	Duty on salt.	License Fees.	Miscellaneous.	Total.	Duty on salt.	License Fees.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1871-72,	53,780	45,220	725	99,725	8,889	3,388	303	12,580	62,669	48,608	1,028	1,12,305
1870-71,	50,864	50,001	2,092	1,02,957	8,961	3,420	1,553	13,934	59,825	53,421	3,645	1,16,891
1869-70,	44,810	39,476	1,468	85,754	8,846	3,171	520	12,537	53,656	42,647	1,988	98,291
1868-69,	34,835	45,387	1,072	81,294	8,777	2,440	299	11,516	43,612	47,827	1,371	92,810

Details of licenses and fees furnished.

59. The number of licenses granted and the fees realized for the past two years are shown in the following tables:—

		Crude Saltpetre.		Saji.		Rassi.		Khari.		Saltpetre Refineries.		Total.	
		No.	Fees.	No.	Fees.	No.	Fees.	No.	Fees.	No.	Fees.	No.	Fees.
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
1871-72.	N.-W. P.,	7,637	15,274	1,447	2,894	92	184	717	17,925	178	8,900	10,071	45,177
	Oudh, ...	683	1,366	104	208	...	...	32	64	35	1,750	854	3,388
	Total, ...	8,320	16,640	1,551	3,102	92	184	749	17,989	213	10,650	10,925	48,565
1870-71.	N.-W. P.,	6,477	12,954	1,179	2,358	277	554	1,024	25,600	169	8,450	9,126	49,916
	Oudh, ...	618	1,236	46	92	...	...	20	40	41	2,050	725	3,418
	Total, ...	7,095	14,190	1,225	2,450	277	554	1,044	25,640	210	10,500	9,851	53,334

DUPLICATES.

		Crude Saltpetre.		Saji.		Khari.		Saltpetre Refineries.		Total.	
		No.	Fees.	No.	Fees.	No.	Fees.	No.	Fees.	No.	Fees.
			Rs. a.		Rs. a.		Rs. a.		Rs. a.		Rs. a.
1871-72.	N.-W. P.,	33	16 8	15	7 8	1	6 4	1	12 8	50	42 12
	Oudh, ...	1	0 8	...	...	...	...	...	...	1	0 8
	Total, ...	34	17 0	15	7 8	1	6 4	1	12 8	51	43 4
1870-71.	N.-W. P.,	33	16 8	...	...	7	43 8	2	25 0	42	85 4
	Oudh, ...	4	2 0	...	...	...	...	...	...	4	2 0
	Total, ...	37	18 8	...	...	7	43 8	2	25 0	46	87 4

Crude saltpetre licenses.
Saji licenses.
Khari licenses.

60. The increased number of crude saltpetre licenses is attributed to the firmness of the saltpetre market. The demand for Saji has also remained good. Khari licenses have been kept down in number as much as possible in the North-Western Provinces. It is this description of works which is most dangerous as facilitating the illicit production of salt. The number of saltpetre

Refinery licenses.

refinery licenses has increased in those provinces, it is said, owing to the high prices of saltpetre, but the diminution of the number in Oudh is attributed by the Assistant Commissioner to the fact that mere refining of saltpetre without the chance of illicit gain in the salt produced does not attract, and this chance is reduced by the increased vigilance of the department. These reasons given by the respective Assistant Commissioners are somewhat inconsistent with each other.

Increase in this latter noted in the North-Western Provinces against decrease in Oudh.

Causes of fluctuation assigned by the Assistant Commissioners somewhat contradictory.

61. The amount of salt on which duty was paid in the Internal Branch for the last four years was as follows:—

The quantity of salt that paid duty during the past four years compared.

Years.	N.-W. Provinces.	Oudh.	Total.
	Maunds.	Maunds.	Maunds.
1871-72, ...	16,898	2,963	19,860
1870-71, ...	16,220	2,987	19,207
1869-70, ...	14,320	2,948	17,269
1868-69, ...	11,243	2,925	14,169

This increase, which took place in 1870-71, owing to a partial revival of the saltpetre trade, has been well maintained.

Increase originating in 1870-71 well maintained.

CHARGES.

62. The charges of the Internal Branch will be found fully detailed in Annexure III. Although there are variations in details, the aggregate charge differs very slightly from that of 1870-71.

The following is an abstract for the past four years:—

Statistics for the past four years furnished.

Years.	N.-W. Provinces.			Oudh.			Total.		
	Fixed.	Contingent.	Total.	Fixed.	Contingent	Total.	Fixed.	Contingent.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1871-72, ...	1,53,623	13,507	1,67,130	59,053	5,424	64,477	2,12,676	18,931	2,31,607
1870-71, ...	1,53,643	14,784	1,68,427	56,800	6,598	63,398	2,10,443	21,382	2,31,825
1869-70, ...	1,84,098	15,325	1,99,423	57,990	8,730	66,720	2,42,089	24,055	2,66,144
1868-69, ...	1,60,259	18,194	1,78,453	51,440	5,241	56,681	2,11,699	23,435	2,35,134

63. Under the Excise Act of 1871, Section 46, powers of seizure and search for contraband opium and arrest of persons found in possession thereof were conferred upon officers of the Inland Customs Department. Of course the exercise of such powers must be kept in subordination to their principal duties in the protection of the salt revenue. Nevertheless, a considerable amount of assistance has been given by our officers to the Excise Department, especially in Oudh, as the following figures will testify:—

Officers of the Inland Customs Department vested with powers under Section 46 of the Excise Act of 1871.

Great assistance rendered to the Excise Department, especially in Oudh,

	Number of cases.	Quantity of opium seized.	Number of persons arrested.
		Maunds.	
North-Western Provinces, ...	33	½	103
Oudh, ...	211	38	215
Total, ...	244	38½	318

The following was the result of the arrests :—

	Released by Department.	Committed for trial.	Convicted.	Acquitted.	Fines imposed.
					Rs.
North-Western Provinces, ...	22	81	60	21	1,119
Oudh, ...	41	174	165	9	2,439
Total, ...	63	255	225	30	3,558

which appears to be looked upon with some jealousy by the regular Excise Officers.

The assistance thus given appears to be looked upon with some jealousy by the regular Excise Officers, probably owing to the rewards given to seizers. The inaction in the North-Western Provinces in this branch seems to have been due to a misapprehension on the part of the Assistant Commissioner as to the legal position of his officers in respect to making seizures.

SAMBAR LAKE.

The Assistant Commissioner's report will be found in Appendix C.

64. Mr. Adam, Assistant Commissioner in charge of the Sambar Lake, has submitted a very complete and interesting report on the operations of the year. It will be found printed as an appendix [C.] to the present report.

Gross realizations

The gross receipts were as follows:—

Years	Sambar.	Nawa-Godha.	Total.
	Rs.	Rs.	Rs.
1871-72, ...	3,51,581	3,07,554	6,59,135
1870-71, ...	5,04,858	1,25,661	6,30,519

The Nawa-Godha Subdivision receipts are only for the last six months of 1870-71.

With the exception of a few rupees, miscellaneous receipts, the above figures represent the amount realized on account of salt sold. The Nawa-Godha Sub-division was in our hands only during the last six months of 1870-71.

Depression in the sales at the commencement of 1871-72 explained.

65. Towards the end of 1870-71 the sales were large, and, perhaps, to some extent, forced. This caused a depression in the sales at the commencement of 1871-72. There was also considerable competition at Dídwána and Pachbadra. This induced the Government of India to sanction a reduction in the price of the Sambar salt from annas 10 to annas 8 per maund, but at the same time the Assistant Commissioner was allowed to charge at his own discretion whatever he could get as selection fees to traders who wished to choose their own salt-heap, instead of taking their purchases from the heap which happened to be open. On the other hand, he was permitted to dispose of very inferior salt at 6 annas per maund.

Reduction sanctioned in the price of Sambar salt from 10 to 8 annas per maund, and selection fees imposed.

These measures, which were carried out late, had not fully the anticipated effect of attracting trade, owing to an impending famine in the Udaipúr State; nevertheless a considerable amount of salt was sold in the third quarter,

These orders were not promulgated until nearly the end of September, 1871. They had not fully the anticipated effect of attracting the trade owing to an impending famine in the Udaipúr State which took away carriage for grain in that direction and thus favoured the Pachbadra salt market. Nevertheless, a considerable amount of salt was sold in the third quarter of the year at the low average price, including selection fees, of about 8·7 annas per maund.

and the sales remained brisk to the end of the year.

Subsequently, owing to a failure of salt at Pachbadra, and the inferior quality of the stock remaining at Dídwána, Mr. Adam was enabled to realize higher prices, and the sales remained brisk to the end of the year.

66. The following table shows the amount of salt sold in each sub-division during the past two years, with the average price realised per maund:—

Sub-divisional details of sales and average price during the past two years furnished.

Years.	Sambar.		Nawa-Godha.		Total.	
	Amount in maunds.	Average price, annas.	Amount in maunds.	Average price, annas.	Amount in maunds.	Average price, annas.
1871-72, ...	6,11,197	9·22	5,18,951	9·48	11,30,148	9·33
1870-71, ...	8,07,756	10·	2,01,043	10·	10,08,799	10·

67. The charges for the two years were as follows, including liabilities:— CHARGES.

Years.		Establishment.	Contingencies.	Manufacture.	Treaty payments.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.
1871-72, ...	Sambár, ...	40,035	1,766	17,710	4,00,000	4,59,511
	Nawa-Godha, ...	28,199	714	11,994	3,00,000	3,40,907
	Total, ...	68,234	2,480	29,704	7,00,000	8,00,418
1870-71, ...	Sambár, ...	40,916	18,732	30,583	4,00,000	4,90,231
	Nawa-Godha, ...	12,934	1,244	4,058	1,50,000	1,68,236
	Total, ...	53,850	19,976	34,641	5,50,000	6,58,467

Reductions in establishment diminished these.

The establishment charges would have been higher but for considerable reductions effected in the sanctioned scale in the course of the year, and for savings made even on the revised scale. Consequently, excluding treaty payments, our expenditure in 1871-72 was only Rs. 1,00,418, while the budget estimate was for Rs. 1,56,161. Contingent charges were also well kept down. The charges for manufacture I shall refer to hereafter. From the above statements it will be seen that in 1871-72 the receipts were less than the expenditure by a sum amounting to Rs. 1,41,283. Against this must be set the increase of stock at the close of the year as compared with the beginning. This amounted to 349,409 maunds. Mr. Adam says that this will in all probability be sold at the rate of 10 annas per maund, giving a total value of Rs. 2,18,380. But if it be valued at only 8 annas per maund then the total will be Rs. 1,74,705. The operations of the year 1871-72 thus leave a profit of Rs. 33,422.

Expenditure shown, exclusive of treaty payments.

The receipts in 1871-72 were less than the expenditure, but against this must be set the increase of stock at the close of the year, which, if valued at only 8 annas per maund, will leave a profit on the year's operations.

After allowing for the stocks received from the darbars we find that there is a balance of 302,336 maunds of salt remaining as a net asset to our credit in calculating the result of our operations since we first took charge of the lake. This, valued at 8 annas per maund, equals Rs. 1,51,168.

After allowing for the stocks received from the darbars, a net asset remains to our credit.

We have realized in cash Rs. 14,37,839, making a total credit of Rs. 15,89,007. The whole charges to the end of 1871-72 amount to Rs. 15,37,031, leaving a profit of Rs. 51,976.

Aggregate realizations and charges analysed.

The object of Government in taking charge of the lake was to supply cheap and good salt, and this seems to have been accomplished.

68. The object of the Government in taking charge of the lake was not so much to make a profit as to "supply its subjects with cheap and good salt." This, Mr. Adam shews, has been accomplished. In paragraphs 93 *et seq.* he gives some interesting statistics as to the price of salt in the principal markets where Sambar is sold, in January, 1869, as compared with January, 1872. From these it would appear that not only Sambar salt, but nearly all other salts that compete with it have been reduced in price. The connection of the Sambar Lake by rail with Agra and Dehli will considerably cheapen Sambar salt within our line, and drive out many competing salts. It will be a question, then, if we shall raise the price of Sambar salt or content ourselves with the increased duties which the larger import of salt across the Customs line will give us. It is premature now to consider that question.

Sambar, and nearly all other salts that compete with it, have been reduced in price.

Storage.

69. The gross amount of salt stored in 1871-72 was as follows:—

	Mds.
Sambár, ...	... 9,19,731·25
Nawa-Godha, ...	... 6,64,956·25
Total,	... 1,584,687· 5

Allowance for wastage.

From this 12½ per cent. is deducted for wastage, leaving a net storage of 1,426,218 maunds. Formerly 25 per cent. was allowed for wastage, but this was found in practice to be unnecessarily large. The sum of Rs. 29,704 was expended in manufacturing and storing this amount of salt, giving an actual cost of 4 pies per maund. Adding charges for establishment and contingencies the cost is raised to 1·13 annas per maund. Further, adding treaty payments, we find that the salt stored costs the Government 8·98 annas per maund. Below that price we cannot, therefore, sell it on the average without loss.

Actual cost of manufacture and storage amounts to 4 pies per maund, which is raised to 1·13 annas per maund, including charges for establishment and contingencies, and inclusive also of treaty payments to 8·98 annas per maund.

Extraction of salt from the lake.

Statistics furnished.

70. Extraction of salt from the lake in 1871 commenced on the 11th March, and concluded on the 13th July, thus lasting four months. The gross amount extracted and stored was 1,995,122 maunds, or, deducting 12½ per cent., 1,795,610 maunds net during this period. Special care was taken to store only good-sized crystals. Of this 1,123;450 maunds gross, or 998,622 maunds net, was obtained in the Sambar Sub-division, against 1,008,875 maunds gross, or 882,765 maunds net as at present calculated.

The season of 1871 was a favourable one, and the supply of labour satisfactory.

The season of 1871 was a favourable one, and the supply of labour satisfactory. The labourers were contented with the system and rate of payment. The average daily earnings are shown to be high. The official year commences in the middle of the working season. I will not, therefore, at present discuss the manufacturing operations of 1872. It is a question whether the annual report of the administration of the Sambar Lake should not be for the calendar year, so that the whole of a working season may be included in it. I have every confidence in the measures taken by Mr. Adam for keeping down the expenses of manufacture and for carrying it on in the most efficient manner. His exertions in planting trees for the future supply of stakes for the retaining walls are most commendable.

As the official year commences in the middle of the working season, the manufacturing operations of 1872 are not discussed.

Mr. Batten has every confidence in Mr. Adam's economical management of expenditure.

Disposal of old stocks received from the darbars satisfactory, and new system of sale working well.

It is satisfactory to find that we have made considerable progress in getting rid of the old stocks received from the darbars, and that the system by which Mr. Adam is able to regulate the price according to the quality of the salt is working well. Although there is some inconvenience arising from the joint jurisdiction at Sambar of the two darbars of Jaipúr and Jodhpúr, our administration works on the whole smoothly, owing to the good

offices of the Political Agent, and I think Mr. Adam's report shows that he has ably performed the duties entrusted to him, and that many benefits have arisen from our assumption of the salt manufacture at the lake.

Mr. Adam's able administration noticed.

I would call particular attention to the notes made by Mr. Adam in a hurried visit to the Dídwána Lake, and to Dr. Warth's analysis of the Sambar Lake water and substances connected with the manufacture of salt.

Attention invited to Mr. Adam's notes on Dídwána and Doctor Warth's analysis of the Sambar Lake products.

71. The following table, abstracted from Annexure VII., gives the actual number of maunds of each kind of salt paying duty to this department which passed into the markets within the Customs line in 1871-72, including the Berars:—

THE TWO GREAT SOURCES OF REVENUE.
SALT.
Proportions in which the several varieties contributed.

Years.	Rock salt.	Balambha or Bhartpúr.	Sambar.	Sultánpúri.	Bombay or Kokan.	Salambha.	Dídwána.	Madras or Banwar.	Pachbadra or Kansia.	Saltpetre salt.	Baragara.	Other salts.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1871-72, ...	1,272,775	1,047,247	658,660	558,889	763,873	165,345	310,079	102,316	126,930	19,992	82,593	17,041	5,125,740
1870-71, ...	1,275,510	1,059,913	611,538	688,100	756,937	215,131	376,191	93,030	96,466	19,368	26,584	27,712	5,246,480
1869-70, ...	1,462,607	1,136,477	634,779	623,593	800,272	379,753	335,396	107,296	49,572	17,269	7,843	11,955	5,560,812
1868-69, ...	1,250,239	1,170,552	579,426	713,225	643,595	259,620	292,630	129,632	167,805	14,169	3,786	18,014	5,242,693

72. I have already explained that although a larger amount of Panjáb mines salt paid duty in 1871-72 than in the previous year, yet the amount which was taken away by the traders in 1871-72 was less than in 1870-71. Annexure V. shows that though the sales of rock salt have gradually increased since the annexation of the Panjáb, the increase was only rapid in the first few years. It is remarkable that in 1860-61, which, however, was an exceptional year, the amount of salt on which duty was paid at the mines was greater than in any subsequent year except 1869-70. It remains to be seen to what extent rail and wire tramway carriage from the mines will increase the sales. It must be remembered that other lines of rail in the course of construction will, in some markets, favour competing salts. Bhartpúr or Balambha salt is on the decline, and probably when Sambar is connected with Agra by rail this salt may be driven out of our markets, as it is comparatively dear for its quality, and only maintains its position from its proximity to Agra. Sambar salt is gradually increasing, but we cannot look for any great development of this trade until the completion of the railway. Sultanpúri has lately much decreased, but the Riwari Railway will probably revive it for a time. Salambha from Noh is, I think, likely to dwindle away, being an inferior salt and unable to compete with superior rail-borne salts. Dídwána salt has fairly maintained its position. This, too, will temporarily benefit by the Dehli and Ríwari Railway until that line is continued to Sambar. Kansia salt from Pachbadra has been imported in larger quantities owing to the Banjaras having lowered the prices. Unless this salt is able to take advantage of the railways under construction, or about to be constructed, connecting Rajputana and Central India with the markets inside the Customs line, it will probably disappear from these markets. The amount of salt educed from saltpetre depends upon the state of the trade in the latter article; it can never be large in amount. Madras salt has made a little progress, but as the railway system from Bombay is perfected it will probably fall back. Kokan salt from Bombay seems to have reached its culminating point, while Baragara from Ahmedabad is making rapid strides in public

Panjáb mines salt.

Balambha.

Sambar.

Sultanpúri.

Salambha.

Didwána.

Kansia.

Saltpetre salt.

Madras salt.

Kokan.

Baragara.

favour in the Central Provinces owing to its superior quality and the low price at which it can be brought into the market.

Supply of salt in the markets within the line.

Effect on the salt trade by the extension of the railway system cannot be predicted.

Influence of the Sindh Railway considered; and of the Patri extension of the B. B. and C. I. R.

The Indor Railway will also change the current of trade.

73. Generally speaking, it may be said that as regards the supply of salt in the markets within the Customs line we are in a state of transition. It is impossible fully to foresee what will be the ultimate effect on the salt trade of the different railways either being or about to be constructed in various parts of India. By connecting the Panjáb mines with the State Railway from Lahor, the rock salt will be greatly cheapened in distant markets. The railway connecting Sindh with Múltan might, on the other hand, enable Sindh salt profitably to contend with rock salt in the Satlaj Valley. The extension of the Bombay, Baroda, and Central India Railway to Patri will still further cheapen the Runn salt, which already is taking a prominent place in the Narbada Valley markets. The line connecting Indor with Khandwa, on the other hand, may open a fresh route for Rajputana salt, and enable it to compete again successfully with Kokan and Baragara in the markets of the Berars and Central Provinces.

Sambar will be developed by the railways from Agra and Dehli, and also by the line *viâ* Ajmir and Nímach.

The Disa branch may revive the Kansia trade, and the contemplated extensions of the G. I. P. R. will promote the trade in Bombay Salt towards Chatisgarh.

The railways from Delhi and Agra to Sambar cannot fail to have a favourable influence on the trade in the Lake salt, and if the line be continued *viâ* Ajmir and Nímach to Indor, and Sambar be thus directly connected with the G. I. P. Railway, the possibility above referred to of Sambar salt again entering the Central Provinces markets will be much strengthened. If Ajmir be connected *viâ* Dísa with Ahmedabad, the line will not pass far from Pachbadra, and may be the means of reviving the trade in Kansia salt. The extensions of the G. I. P. line from Nagpúr to Raipúr, and from Wardha to Chanda, will probably favour the salts brought from the west at the expense of the Madras salt, which will be driven back.

Bengal salt may find its way into Oudh and Rohilkhand.
Lastly, the Suez Canal may affect Liverpool salt imports and cause Bengal to be dependent on local manufacture, &c.

It is premature to speculate on the effect of the foregoing changes on the administration of this Department, but its efficiency will be increased and its working rendered more economical thereby.

The Oudh and Rohilkhand Railway will probably bring salt from Bengal far into Oudh, and perhaps even into Rohilkhand. Lastly, the Suez Canal may have a most important effect on the imports of Liverpool salt into Bengal. If, as some are inclined to believe, the Suez Canal eventually absorbs the whole carrying trade between India and Europe, Liverpool salt may cease to be imported to Calcutta. Bengal will then be dependent on local manufacture or on imports from the North-West, &c. It is possible that Liverpool salt might he brought by the Suez Canal, but there seems reason to believe that coal will be a more profitable ballast cargo. Salt of the best quality exists in an unlimited quantity in India, but the English coal is greatly superior to Indian, and the demand for good coal is greatly increasing. It is premature to speculate on the effect these different lines of communication may have on the administration of the Inland Customs Department, but we may reasonably expect that the tendency will be to strengthen the hands of the department and enable it to work with greater economy and increased efficiency.

COURSE OF TRADE.
For statistics of course of trade *vide* Annexure XIV.

74. In Annexure XIV. will be found full particulars of the salt and sugar trade through each post on the Customs line. Annexure VIII. shows the monthly fluctuations during the year 1871-72.

Trading operations of the year analysed, and causes of fluctuations described.

The year commenced well, but the early rains checked the trade prematurely, and at the end of the first quarter we found ourselves about 12 lacs of rupees short of the collections of the previous year. In September the trade revived, and before the end of the half year we had almost recovered our losses. The collections of the third quarter were slack, so that by the end of it we were still

more than 4 lacs behind the previous year. In the fourth quarter an improvement took place, but the year concluded without our having regained the position of 1870-71, which itself was not a very good year.

Prices of salt in the Bengal Presidency.

75. The following table gives a synopsis of the facts detailed in Annexure IX. regarding the price of salt in the various districts to the rear of the Customs Line, a rupee being taken as equivalent to two shillings. In 135 out of 144 districts the price was between 1*d.* and 2*d.* per lb.; in five districts it was cheaper, and in four it was dearer, nowhere, however, exceeding $2\frac{3}{4}d.$ per lb.

Rates at which salt was consumed.

Synopsis of Annexure IX.

Rate per Pound.	Districts and their Population consuming at each rate.										Number of districts.	Total.
	Number of Districts.	Panjab.	Number of Districts.	North-Western Provinces.	Number of districts.	Central Provinces.	Number of Districts.	Oudh.	Number of Districts.	Bengal.		
Not exceeding $\frac{1}{2}d.$ ...	1	7,43,882	...	...	...	...	...	..	..	..	1	7,43,882
Exceeding $\frac{1}{2}d.$ and not exceeding $\frac{3}{4}d.$, ...	1	9,38,890	...	...	...	...	...	...	..	..	1	9,38,890
Do. $\frac{3}{4}d.$ do. $1d.$...	2	8,28,759	...	...	1	54,680	...	...	..	...	3	8,83,439
Do. 1 d. do. $1\frac{1}{4}d.$...	20	1,07,57,855	9	72,80,914	...	...	...	...	...	..	29	1,30,38,769
Do. $1\frac{1}{4}d.$ do. $1\frac{1}{2}d.$...	4	26,68,055	15	1,31,74,821	9	39,50,236	2	17,88,195	28	2,42,90,647	58	4,58,41,954
Do. $1\frac{1}{2}d.$ do. $1\frac{3}{4}d.$...	2	10,05,486	7	69,84,021	4	20,83,351	10	65,50,026	7	46,31,184	30	2,12,54,068
Do. $1\frac{3}{4}d.$ do. 2 $d.$...	...	...	3	26,54,578	5	19,56,580	...	...	10	69,75,759	18	1,15,86,917
Do. 2 $d.$ do. $2\frac{1}{4}d.$...	...	...	2	14,01,217	...	...	...	...	..	..	2	14,01,217
Do. $2\frac{1}{4}d.$ do. $2\frac{1}{2}d.$...	...	...	...	...	...	...	...	...	1	2,19,553	1	2,19,553
Do. $2\frac{1}{2}d.$ do. $2\frac{3}{4}d.$...	...	...	...	...	...	...	...	...	1	84,000	1	84,000
Total ...	30	1,69,42,927	36	3,14,95,551	19	80,44,847	12	83,38,221	47	3,61,71,143	144	10,09,92,689

The prices were generally lower in 1871-72 than in 1870-71, as will be seen from the following comparative statement:—

Prices were generally lower in 1871-72 than in 1870-71.

COMPARATIVE STATEMENT OF PRICE OF SALT IN 1870-71 AND 1871-72.

Districts and their Population consuming at each rate.

Rate per Pound.	Panjab, Central Provinces, North-Western Provinces, and Oudh.				Bengal.			
	1871-72.		1870-71.		1871-72.		1870-71.	
	Number of Districts.	Population.	Number of Districts.	Population.	Number of Districts.	Population.	Number of Districts.	Population.
Not exceeding $\frac{1}{2}d.$	1	743,882	1	743,882	...	...	...	...
Exceeding $\frac{1}{2}d.$ and not exceeding $\frac{3}{4}d.$	1	938,890	4	1,714,923	...	...	...	...
Ditto $\frac{3}{4}d.$ „ 1 $d.$	3	883,439	3	883,439	...	...	...	...
Ditto $1d.$ „ $1\frac{1}{4}d.$	29	18,038,769	22	13,715,660	...	...	...	...
Ditto $1\frac{1}{4}d.$ „ $1\frac{1}{2}d.$	30	21,581,307	31	20,218,292	28	24,260,647	13	11,215,005
Ditto $1\frac{1}{2}d.$ „ $1\frac{3}{4}d.$	23	16,622,884	25	19,784,765	7	4,631,184	22	17,676,826
Ditto $1\frac{3}{4}d.$ „ 2 $d.$	8	4,611,158	9	6,873,418	10	6,975,759	8	5,726,842
Ditto 2 $d.$ „ $2\frac{1}{4}d.$	2	1,401,217	1	187,699	...	...	2	1,248,917
Ditto $2\frac{1}{4}d.$ „ $2\frac{1}{2}d.$	...	...	1	699,468	1	219,553	1	219,553
Ditto $2\frac{1}{2}d.$ „ $2\frac{3}{4}d.$	...	...	...	...	1	84,000	1	84,000
Total, ...	97	64,821,546	97	64,821,546	47	36,171,143	47	36,171,143
Average, ...	...	1·4*d.*	...	1·5*d.*	...	2·06*d.*	...	2·12*d.*

CALCUTTA PRICES.—*Price fluctuations.*

Description of salt.		PRICE FLUCTUATIONS (PRICE OF 100 MDS. IN BOND).			
		1871-72.	1870-71.	1869-70.	1868-69.
Liverpool, ...	1st half year,...	48-65	57-81	65-84	86-111
	2nd ditto, ...	38-55	50-75	52-79	72- 95
Bombay, ...	1st ditto, ...	B 37-50	30-50	43-60	41- 66
		K 24-38	36-50	60-65	49- 50
	2nd ditto, ...	B 49-60	34-48	35-50	50- 67
		K 38-40	25-37	45-63	50- 65
Madras, ...	1st ditto, ...	45-53	44-52	45-68	50- 61
	2nd ditto, ...	51-57	41-50	45-59	60- 85
Jaddah, ...	1st ditto, ...	58-86	68-95	78-97	81- 90
	2nd ditto, ...	63-77	68-85	78-86	84- 98
Muskat, ...	1st ditto, ...	R 57-60	70-80	50-78	42- 62
		K 38-51	41-62	55-80	52- 72
	2nd ditto, ...	R 45-65	35-71	50-80	60- 96
		K 38-52	38-52	52-72	65- 80
Ceylon, ...	1st ditto, ...	48-60	41-54	52-68	58- 70
	2nd ditto, ...	54-65	40-48	52-59	66- 79
French, ...	1st ditto, ...	51-60	60-68	75-84	70- 85
	2nd ditto, ...	51-57	51-68	65-78	79- 90
Government Pangah, ...	1st ditto, ...	60-70	70-70	70-70	70- 70
	2nd ditto. ...	60-60	70-70	70-70	70- 70
Government Karkatch, ...	1st ditto, ...	...	...	...	35- 50
	2nd ditto, ...	...	...	...	...
Cadiz, ...	1st ditto, ...	...	54-55	54-55	54- 55
	2nd ditto, ...	48-57	54-55	54-55	54- 55

Extraordinary cheapness of Liverpool salt.

The extraordinary cheapness of Liverpool salt in Calcutta will be remarked. Rs. 38 per 100 maunds is a little over 6 annas per maund, and is equivalent to Rs. 10-5-6 per ton, or about 9 lbs for a penny. The prices in the above list are, of course, exclusive of the duty, which alone is equivalent to nearly 1 penny per lb.

CONSUMPTION OF SALT.

76. No new facts have been ascertained bearing on the question of consumption of salt per head.

SUGAR.
Sugar trade of the year generally in a prosperous condition.

77. It has already been shown that the sugar trade of the year was generally in a prosperous condition. The continuation of the Satlaj line from the left bank of the Chenab to the right bank of the Indus, and the closing of the gap beyond the Indus, have increased our revenue and caused the trade to revert to its natural routes. The G. I. P. Railway has drawn to itself a large portion of the sugar traffic which formerly went by various routes into the Native States of Central India. When the railway from Dehli to Riwari is open we may expect to see it the main feeder of Rajpútana in the matter of sugar. Annexure XIV., Part II., gives full details of the sugar traffic through each post of the line.

Proportions of refined and unrefined sugar exported in the last four years.

The following table shows the proportions of refined and unrefined sugar exported across the line in the last four years:—

Years.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1871-72, ...	1,094,074	1,327,683	2,421,757
1870-71, ...	948,493	1,231,127	2,179,620
1869-70, ...	760,907	1,300,159	2,061,066
1868-69, ...	733,466	1,115,735	1,849,201

PENAL ACTION OF THE DEPARTMENT.
PERSONS.
Number arrested, released by the Department, and committed for trial.

78. The number of persons arrested for breach of the Customs laws was 5,210 in 1871-72, against 5,028 in 1870-71. Of these 5,210, rather more than half, or 2,683, were released by the department, 15 being under departmental enquiry at the close of the year. The remainder, or 2,512, were committed for trial by the

Magisterial Courts, who convicted 2,280 and released 166. The decisions on the remaining 66 were pending at the close of the year. Thus the percentage of convictions on committals was as high as 93·21. I think these figures satisfactorily prove that the action of the department in the suppression of breaches of the law was not oppressive, and that great care was taken on the whole not to bring to trial offenders against whom there was not a strong *primâ facie* case. The following figures supply the provincial details. Further information will be found in Annexure X.

The percentage of convictions was as high as 93·21, affording satisfactory proof that the departmental action was not oppressive.
Provincial details of captures, prosecutions, and convictions furnished.

Résumé of Proceedings in the Criminal Courts.

		Number of persons captured for breaches of the Customs laws.		Number of persons released by the department.		Number of persons committed for trial.		Number of persons acquitted by the Courts.		Number of persons convicted by the Courts.		Percentage of convictions on committals.	
		1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.
LINE AND MINES.	Panjàb, ...	901	869	513	464	388	405	37	54	340	348	87·62	86·56
	N.-W. Provinces,	960	1,082	644	764	346	318	10	21	305	289	96·51	93·21
	Central Provinces, ...	1,552	1,842	777	764	775	1,078	20	29	755	1,046	97·42	97·3
	Total, ...	3,413	3,793	1,934	1,992	1,479	1,801	67	104	1,400	1,683	94·65	94·18
INTERNAL.	N.-W. Provinces,	1,349	1,073	632	489	709	569	58	58	583	468	82·22	88·97
	Oudh, ...	266	344	135	202	129	142	4	4	125	129	96·9	96·99
	Total, ...	1,615	1,417	767	691	838	711	62	62	708	597	84·48	90·59
GRAND TOTAL, ...		5,028	5,210	2,701	2,683	2,317	2,512	129	166	2,108	2,280	90·97	93·21

79. The details of the punishments inflicted by the Courts will be gathered from the following statements. I would also beg to refer to Statement G. and Annexure XI. appended to this report. The proportion of persons who paid fines to those who were imprisoned was greater in 1871-72 than in the previous year. The average of fine was under Rs. 10. The majority of persons imprisoned was sentenced to less than two months' imprisonment.

Magisterial awards.
Details furnished.

Detail of Convictions.

	LINE AND MINES.								INTERNAL.							
	Panjàb.		North-Western Provinces.		Central Provinces.		Total.		North-Western Provinces.		Oudh.		Total.		Grand Total.	
	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.
Paid fines, ...	211	195	175	156	817	535	1,203	886	273	355	67	79	340	434	1,543	1,320
Underwent imprisonment, ...	132	145	114	149	229	220	475	514	193	227	62	46	255	273	730	787
Total, ...	343	340	289	305	1,046	755	1,678	1,400	466	582	129	125	595	707	2,273	2,107

Detail of Fines paid during 1871-72.

	Above Rs. 50.		Above Rs. 30 and up to Rs. 50.		Above Rs. 20 and up to Rs. 30.		Above Rs. 10 and up to Rs. 20.		Below Rs. 10.		Total.	
	Number of persons.	Total of fines.	Number of persons.	Total of fines.	Number of persons.	Total of fines.	Number of persons.	Total of fines.	Number of persons.	Total of fines.	Number of persons.	Total of fines.
Line and Mines,	2	250	18	830	59	1,562	180	2,869	944	4,806	1,203	10,317
Internal, ...	5	775	13	400	44	980	89	1,089	189	892	340	4,136
Total, ...	7	1,025	31	1,230	103	2,542	269	3,958	1,133	5,698	1,543	14,453

Detail of Imprisonments undergone in default of payment during 1871-72.

	For six months.	Below six months and up to three months.	Below three months and up to two months.	Below two months and up to one month.	Below one month and up to fifteen days.	Below fifteen days and up to ten days.	Below ten days.	Total.
	Number of persons.	Number of persons.	Number of persons.	Number of persons.	Number of persons.	Number of persons.	Number of persons.	Number of persons.
Line and Mines,	52	21	99	123	94	33	53	475
Internal, ...	8	29	94	83	33	3	5	255
Total, ...	60	50	193	206	127	36	58	730

Fiscal awards.

Details for the past four years given below.

80. Besides the prosecution of smugglers in the Criminal Courts, the Department has frequently resort to confiscation of goods attempted to be smuggled, and in cases where confiscation would be too severe a measure, the levy of double duties. The details for the past four years will be found in the following table. In 1871-72 the number and amount of confiscations of salt have increased over the number in 1870-71, but were less than in former years.

The confiscations of sugar diminished considerably. The cases in which double duty was levied on salt were larger in number, but the quantity of salt on which the double duty was levied was much less than in 1870-71. The same remark, but in a less degree, is applicable to the double duty levied on sugar. Annexure XII. gives particulars for each division.

Detail of Goods confiscated and on which double duty was levied.

Years.	Confiscated.						Total value of confiscations.	Double duty.						Total of extra duty so levied.
	Salt.			Sugar.				Salt.			Sugar.			
	Cases.	Quantity.	Value, including duty.	Cases.	Quantity.	Value.		Cases.	Quantity.	Amount of extra duty so levied.	Cases.	Quantity.	Amount of extra duty so levied.	
		Mds.	Rs.		Mds.	Rs.	Rs.		Mds.	Rs.		Mds.	Rs.	Rs.
1871-72,	2,284	3,655	18,544	47	88	676	19,220	917	1,238	5,307	898	2,342	2,240	7,547
1870-71,	1,645	2,853	15,911	64	480	4,762	20,673	693	2,714	12,411	796	2,863	2,232	14,643
1869-70,	2,270	4,020	24,585	95	152	1,557	26,142	919	1,930	7,634	814	2,294	1,816	9,450
1868-69,	2,200	4,107	27,125	106	518	4,068	31,193	732	1,801	6,950	882	2,105	1,929	8,879

Statement F. gives further particulars regarding goods seized by the department. It will be seen that out of 1,163 cases reported by the Officers of the department for the orders of the Commissioners of Land Revenue, 1,149 were disposed of in conformity with the recommendations of these officers. In nine cases these recommendations were modified, and only one was rejected. The remaining four cases were pending at the close of the year. These figures speak for themselves as to the discretion exercised by the Officers of the department in the performance of this part of their duty.

Goods seized.

81. On the whole, smuggling has been kept well in check. It is most active at the two extremities of the line, namely, north of Atak, and in the neighbourhood of Sambalpúr. In my recent tour along the Indus line, the posts on which are about 5 miles apart, the impression left on my mind was that the establishment are not able to cope with the petty smuggling of salt across the Indus, sufficient quantities being carried across to supply the villages on the left bank. The inhabitants of these villages, with the help of inflated skins, are as much at home in the river as on the land, and can at any time bring across salt sufficient for local wants. I do not believe, however, that smuggling exists on any large scale, or that contraband salt finds its way far from the river. The Customs line is backed by the inhospitable desert of the Sindh-Ságar Doab, which forms a natural obstruction to the carriage of contraband salt into the more easterly parts of the Panjáb. In the Hissar Division there was some increase of smuggling owing to the failure of rain in the Sirsa District, which reduced the people to extreme want. In this division one smuggler lost his life, it is said from the injuries inflicted by the clubs of his own friends, while he was grappling with the Customs peon who had seized him. The case was judicially investigated, and the Customs men freed from blame. In another instance a Customs peon died from injuries received from smugglers before he could get assistance.

SMUGGLING has been kept well in check, but is most active at the two extremities of the line, *viz.*, north of Atak and in the vicinity of Sambalpúr.

Indus Line.

The establishment unable to prevent petty smuggling across the Indus, which is carried on with the help of inflated skins.

Mr. Batten does not believe, however, that smuggling exists on any large scale.

The desert of the Sindh-Ságar Doab forms a natural obstruction to the carriage of contraband salt.

Hissar.

Some increase here due to failure of rain, which reduced the people to extreme want.

In the Agra Division one smuggler was drowned, having jumped into a tank in trying to escape.

Agra.

The Great Indian Peninsula Railway has had the happiest effect in the repression of smuggling by bringing cheap salt to the line. In the Western part of the Hoshangábád Division, and in the Berar and Wardha sections of the Nagpúr Division, smuggling may be said to be non-existent. Some seizures were made on the railway itself of salt brought without a pass from Ahmedabad. It is believed that these were tentative ventures on the part of traders; they were frustrated by the vigilance of our Officers, and other arrangements were at once made to prevent the recurrence of any such attempts. In the Raipúr Division, particularly in the extreme eastern sections, a great amount of organized smuggling takes place with which our establishments find it still difficult to cope, although numerous seizures and arrests are made, and the organization of the line has been much improved.

CENTRAL PROVINCES.

Influence of the Great Indian Peninsula Railway in the repression of smuggling.

Some seizures made on the railway itself of salt brought without a pass from Ahmedabad.

These were tentative ventures on the part of traders, frustrated by the vigilance of our officers.

Raipúr.

A great amount of organized smuggling in the extreme eastern sections of this Division, with which our establishments find it still difficult to cope.

The Collector is of opinion that special measures are required to prevent smuggling by the Máhánadi River, but the district authorities and the Chief Commissioner do not concur with him. The subject is still under consideration, and probably will result in an application for increased establishments. This portion of the line is the most difficult to administer, the most unhealthy, and most unpopular of the whole. It is maintained simply on account of the lower rate of duty in Madras; any measure which would allow

Special measures for prevention of smuggling by the Máhánadi are under consideration, and will probably necessitate increased establishments.

This portion of the line is the most difficult to administer, the most unhealthy and most unpopular of the whole, and its abolition would be welcome but that is removal would at present cause a disproportionate sacrifice of revenue.

of its abolition without a disproportionate sacrifice of revenue would be highly welcome. The net revenue for 1871-72 was less than £3,000, but the removal of the line would of course encourage and enable large quantities of Madras salt to enter the Central Provinces and drive back the salt paying full duty. I am making inquiries for the purpose of ascertaining to what extent this would probably take place supposing the Madras duty to remain at Re. 1-13 per maund.

Particulars of head-load smuggling furnished.

82. The number of persons engaged in head-load salt smuggling throughout the line who were arrested in 1871-72 was 2,971, being 472 in excess of the number arrested in 1870-71; the number of salt head-loads seized was 6,446 in 1871-72, or 1,341 more than in 1870-71. The percentage of head-load smugglers arrested on the number of loads seized was more favourable than in 1870-71. The figures for the past four years are as follows:—

Years.	Number of head-loads of salt seized.	Number of head-load salt smugglers arrested.	Percentage of persons to loads.
1871-72, ...	6,446	2,971	46·09
1870-71, ...	5,105	2,499	48·95
1869-70, ...	5,593	2,948	52· 7
1868-69, ...	6,052	2,738	45·24

The number of salt-loads seized was 6,446, weighing altogether 3,236 maunds. This gives an average of 40·16 lbs. per load, a very high average for a single load. In the Hissar Division there were 1,450 loads seized, weighing 1,063 maunds, giving an average weight of nearly 59 lbs. per load.

ESTABLISHMENT.
OFFICERS
Deserving mention.

83. Of my Officers a great number have done good service, but the following, on the whole, are most deserving of special mention:—

Mr. W. O. Bell, Deputy Commissioner; Messrs. Hay, Ray (though they have not done themselves justice in their reports, I believe they are both hard-working officers), and Adam, Assistant Commissioners; H. Wright, W. T. Blewitt, E. Hickie, E. W. Parsons, T. A. Martin, F. R. Blewitt, R. J. Whitten, E. C. Nunn, A. R. Shaw, G A. Bradford, (officiating) Collectors; Mr. W. Synnott, Personal Assistant; Doctor H. Warth, Deputy Collector; Messrs. H. Blewitt, Nizam-ud-din Khan, H. T. Ives, J. G. Clarkson, C. J. Hickie, L. Verrieres, W. W. Beatson, H. U. Naylor, R. W. McMullen, B. C. Dutton, Gerald Hickie, W. H. Bowles, E W. Cleveland, T. Salter, J. W. N. Barlow, T. G. Cosserat, C. P. Ashton, W. A. M. Palmer, Masum Ali, Ahmed-ulla Khan, A. F. Baness, J. R. Harris, A. Hickie, G. C. A. Aviet, W. Foster, H. Tapsell, W. N. Chill, E. F. Grindlay, Kalinarain Roy, J. Graham, A. G. Bradford, W. W. Green, J. Cooper, W. B. Tritton, J. Durham, Patrols; W. T. Lyon, Inspector; C. G. A. Durant (deceased), C. M. Smith, W. A. Kingston, D. Reid, W. C. Howard, J. W. Jones, A. F. Ashton, J. C. Spencer, O. H. Brookes (officiating), F. G. Hickie (officiating), Deputy Inspectors; Ashgar

Ali Beg, A. T. Whitten, E. C. Tuther, U. N. Kallonas, H. E. Paxton, W. S. Morley, G. P. Conroy, C. Foster, R. H. Barber, W. G. Langdale, H. S. Neil, C. Huckstepp, A. W. Emmett, W. Clarke, Asud-ulla Khan, G. Ferriere, W. S. Braybrooke, R. G. Rose, C. H. Angas, J. M. Mitchell, J. J. Beck, H. A. Tregear, A. G. Armstrong, C. H. Holford, E. E. B. Beckett, J. Bolster, L. Barrow, T. T. Robyns, R. Morris, (for his exertions in bringing up plant for the wire tramway), J. W. Liddal, Assistant Patrols; Mr. W. Poulter, Head Assistant.

MEN.
No difficulty now in getting proper recruits.

84. Generally speaking, no difficulty is now experienced in getting proper recruits for the lower ranks of the Inland Customs Department. This is due to the higher pay they now receive, as well as the prospect of sharing in rewards. The service cannot, I think, ever be highly popular owing to the nature of the duties and the isolated position of the greater part of the establishment. It appears to be a very common practice for men to take service for a short time, and when they have accumulated a little money, to leave it and return to their homes and fields.

Casualties in the force.

In the following table of casualties it will be seen that the percentage of deaths recorded was small, and that a large number failed to rejoin, in addition to those who resigned. Of those who failed to rejoin from leave some probably died, having gone away sick. The year was, however, a healthy one.

Casualties amongst the Subordinate Establishment for 1871-72.

	Number of each Rank and Grade.							Total subordinate Establishment.	Percentage of total of each kind of casualty on total Establishment.
	Sub-Assistant Patrols, &c.	Kotgashts.	Jemadars.	Weighmen.	Mohurrirs.	Collectors' Office orderlies.	Line peons.		
Total sanction, ...	137	213	838	60	417	162	10,319	12,146	
During the year, died, ...	...	2	12	...	2	1	93	110	0·9
„ were dismissed,	5	4	24	3	19	12	526	593	4·88
„ deserted, ...	...	...	...	...	...	...	68	68	0·55
„ resigned, ...	4	3	4	...	10	4	304	329	2·7
„ failed to rejoin,	...	5	15	1	5	3	654	683	5·62
„ removed as unfit,	...	2	2	...	5	2	138	149	1·22
„ brought under reduction.	...	...	...	...	...	...	1	1	...
Total casualties, ...	9	16	57	4	41	22	1,784	1,933	...
Percentage of casualties, ...	6·57	7·51	6·8	6·66	9·83	13·58	17·28	15·91	15·91

Crime in the Force.

The men have been well behaved, and out of the whole Force of over 12,000 men only 50 have subjected themselves to penalties by the Criminal Courts for offences against the law. I am sorry to say that amongst these were four European officers, one of whom was punished for making an illegal search, and the other three for petty assaults.

The following table gives the details of the offences of which there were convictions :—

Table showing the number of the Subordinate Establishment convicted by the Criminal Courts during the year 1871-72, *and the nature of the offences of which they were convicted.*

Division.	Conniving with smugglers and receiving bribes.	Robbery.	Murder.	Disobedience of orders.	Criminal force and assault.	Theft.	Breach of trust.	Cheating.	Illegal search.	Trespass.	Total.
Shahpúr, ...	...	...	1	...	3	3	...	...	...	1	8
Múltan, ...	...	...	...	...	3	3	...	...	...	2	8
Hissar, ...	4	...	...	...	2	...	...	1	...	...	7
Dehli, ...	1	...	...	...	2	...	...	...	...	...	3
Total, ...	5	...	1	...	10	6	...	1	...	3	26
Agra, ...	...	...	...	...	1	...	...	...	...	...	1
Jhánsi, ...	...	...	...	...	...	...	...	...	...	...	...
Total, ...	...	...	...	...	1	...	...	...	...	...	1
Ságar, ...	...	...	...	...	...	...	...	...	...	...	...
Hoshangábád, ...	...	...	...	...	1	...	...	...	...	...	1
Nagpúr, ...	...	...	...	1	2	1	4	...	...	...	8
Raipúr, ...	...	1	...	...	5	...	2	...	1	...	9
Total, ...	...	1	...	1	8	1	6	...	1	...	18
Internal.											
N.-W. Provinces, ...	...	...	...	...	1	2	2	...	...	...	5
Oudh, ...	...	...	...	...	...	...	...	...	...	...	...
Total, ...	...	...	...	...	1	2	2	...	...	...	5
GRAND TOTAL, ...	5	1	1	1	20	9	8	1	1	3	50

The system of allowing the men to have their families with them on the line favourably reported on generally.

With the exception of Mr. E. Hickie, Collector of the Hissar Division, all the Collectors report favourably on the results of the system of allowing men to have their families with them on the line. The numbers availing themselves of this privilege are steadily increasing, and generally the opinion is that these men are the best behaved, and less frequently take leave, or resign the service. In Mr. Hickie's division only 23 men have their families with them. It is possible that this may be owing to the dislike of the Collector to the system.

G. H. M. BATTEN,
Commissioner.

No. 1.

Comparative Statement showing the Actual Receipts and Charges in the several Customs Houses Subordinate to the Government of the Panjab, North-Western Provinces, Central Provinces, Oudh, and Haidrabad, during the Official years 1870-71 *and* 1871-72.

CUSTOMS HOUSES.	Gross Collections.								Charges.		Net Collections.		Percentage of Charges on Gross Collections.	
	Salt.		Sugar.		Miscellaneous.		Total.							
	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.	1870-71.	1871-72.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
Panjab, ... Shahpúr, ...	36,64,402	38,02,605	...	...	23,995	80,215	36,88,397	38,82,820	2,09,001	2,60,889	34,79,396	36,21,931	5·8	6·72
Múltan, ...	...	...	15,165	95,966	1,373	425	16,538	96,391	83,134	85,791	−66,596	10,600	502·68	89·
Hissar, ...	17,79,649	18,67,543	2,53,102	2,84,357	4,881	703	20,37,632	21,52,603	1,88,664	1,79,122	18,48,968	19,73,481	9·25	8·32
Dehli, ...	27,51,812	20,89,538	5,40,185	5,48,634	57,493	45,184	33,49,490	26,83,356	1,61,807	1,56,529	31,87,683	25,26,827	4·83	5·83
Total, ...	81,95,863	77,59,686	8,08,452	9,28,957	87,742	1,26,527	90,92,057	88,15,170	6,42,606	6,82,331	84,49,451	81,32,839	7·06	7·74
North-Western Provinces. Agra, ...	40,37,029	40,14,604	4,40,231	4,73,336	10,635	1,800	44,87,895	44,89,740	3,13,098	2,97,316	41,74,797	41,92,424	6·97	6·62
Jhansi, ...	1,83,346	2,52,793	58,666	62,384	2,876	572	2,44,888	3,15,749	1,80,832	1,80,818	64,056	1,34,931	73·84	57·26
Total, ...	42,20,375	42,67,397	4,98,897	5,35,720	13,511	2,372	47,32,783	48,05,489	4,93,930	4,78,134	42,38,853	43,27,355	10·43	9·95
Central Provinces. Ságar, ...	3,28,770	3,82,894	30,159	26,556	7,712	687	3,66,641	4,10,137	1,34,422	1,28,772	2,32,219	2,81,365	36·66	31·39
Hoshangabad, ...	36,788	18,957	71,893	1,01,214	2,863	324	1,11,544	1,20,495	94,391	94,039	17,153	26,456	84·62	78·04
Nagpúr, ...	7,20,769	7,12,157	472	58	1,098	378	7,22,339	7,12,593	79,496	81,499	6,42,843	6,31,094	11·	11·43
Raipúr, ...	1,07,265	1,20,110	377	297	6,603	1,844	1,14,245	1,22,251	93,516	93,107	20,729	29,144	81·85	76·16
Total, ...	11,93,592	12,34,118	1,02,901	1,28,125	18,276	3,233	13,14,769	13,65,476	4,01,825	3,97,417	9,12,944	9,68,059	30·56	29·10
Internal, ... North-Western Provinces.	50,864	53,780	...	...	52,093	45,945	1,02,957	99,725	1,68,427	1,67,130	−65,470	−67,405	163·42	167·59
Oudh, ...	8,961	8,889	...	...	4,973	3,691	13,934	12,580	63,398	64,477	−49,464	−51,897	454·98	512·53
Total, ...	59,825	62,669	...	...	57,066	49,636	1,16,891	1,12,305	2,31,825	2,31,607	−1,14,934	−1,19,302	198·15	206·23
Grand Total, ...	1,36,69,655	1,33,23,870	14,10,250	15,92,082	1,76,595	1,81,768	1,52,56,500	1,50,98,440	17,70,186	17,89,489	1,34,86,314	1,33,08,951	11·6	11·85
Berar, ...	2,68,407	2,95,642	...	...	1,794	289	2,70,201	2,95,931	79,496	81,499	1,90,705	2,14,432	29·42	27·54
Sambar, ...	5,04,848	3,51,536	...	...	932	248	5,05,780	3,51,784	3,67,946	4,59,695	1,37,834	−1,07,911	72·75	130·67
Nawa and Godha, ...	1,25,652	3,07,520	...	...	152	147	1,25,804	3,07,667	49,678	4,01,031	76,126	−93,364	39·49	130·34
Malóa, ...	43,500	27,513	...	...	876	1,225	44,376	28,738	14,983	417	29,393	28,321	33·76	1·45
Kurour, ...	2,566	...	...	...	97	...	2,663	...	12,657	6	9,994	−6	475·29	...
Mundi, ...	...	47,774	...	...	...	...	...	47,774	2,419	8,081	−2,419	39,693	...	16·92

STATEMENT I.

STATEMENT 2.

No.

Comparative Statement of Collections of the Inland Customs subordinate to the and Haidrabad, showing the quantity of Salt and

Division.	SALT.				SU			
	1871-72.		1870-71.		REFINED.			
					1871-72.		1870-71.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Shahpúr, ...	12,67,535	38,81,826	12,21,467	36,64,402	...	...	...	...
Múltan, ...	...	...	...	...	56,303	56,308	7,874	7,874
Hissar, ...	6,22,514	18,67,543	5,93,216	17,79,649	1,73,393	1,73,393	1,55,278	1,55,278
Delhi, ...	6,96,512	20,89,538	9,17,263	27,51,812	3,61,412	3,61,412	3,29,531	3,29,531
Total, ...	25,86,561	78,38,907	27,31,946	81,95,863	5,91,108	5,91,113	4,92,683	4,92,683
Agra, ...	13,38,201	40,14,604	13,45,676	40,37,029	3,44,566	3,44,568	3,17,334	3,17,335
Jhansi, ...	84,264	2,52,793	61,114	1,83,346	33,399	33,399	41,272	41,272
Total, ...	14,22,465	42,67,397	14,06,790	42,20,375	3,77,965	3,77,967	3,58,606	3,58,607
Ságar, ...	1,27,631	3,82,894	1,09,589	3,28,770	21,351	21,351	24,464	24,464
Hoshangabad, ...	6,528	18,957	12,606	36,788	1,01,213	1,01,213	71,893	71,893
Nagpúr, ...	5,99,706	7,12,157	6,03,734	7,20,769	59	59	472	472
Raipúr, ...	1,02,996	1,20,110	93,394	1,07,265	296	296	377	377
Total, ...	8,36,861	12,34,118	8,19,323	11,93,592	1,22,919	1,22,919	97,206	97,206
INTERNAL.								
Karour Local Salt Works, ...	...	...	832	2,566	...	...	...	...
North-Western Provinces, ...	16,898	53,780	16,221	50,865	...	...	...	...
Maloa Local Salt Works, ...	9,171	27,513	13,920	43,500	...	...	...	...
Oudh, ...	2,963	8,889	2,987	8,961	...	...	...	...
TOTAL, ...	29,032	90,182	33,960	1,05,892	...	...	...	...
GRAND TOTAL, ...	48,74,919	1,34,30,604	49,92,079	1,37,15,722	10,91,992	10,91,999	9,48,495	9,48,496
					Deduct Increase or Decrease,			...
					Net Increase or Decrease,			...
Berar, ...	2,48,945	2,95,642	2,25,830	2,68,407	...	...	...	...
Mandi, ...	88,725	55,453	1,3227	8,317	...	...	...	...

Of this amount, *viz.*, Rs. 63,770, Rs. 47,721 have been realized; the balance will

2.

Government of the North-Western Provinces, Central Provinces, Panjab, Oudh, Refined and Unrefined Sugar for the Official year 1871-72.

GAR.

Unrefined.				Total.			
1871-72.		1870-71.		1871-72.		1870-71.	
Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds	Rs.
...	...	...	...	...	...	...	...
1,05,746	39,658	19,442	7,291	1,62,049	95,966	27,316	15,165
2,95,899	1,10,964	2,60,695	97,824	4,69,292	2,84,357	4,15,973	2,53,102
4,99,253	1,87,222	5,61,718	2,10,654	8,60,665	5,48,634	8,91,249	5,40,185
9,00,898	3,37,844	8,41,855	3,15,769	14,92,006	9,28,957	13,34,538	8,08,452
3,43,368	1,28,768	3,27,709	1,22,896	6,87,934	4,73,336	6,45,043	4,40,231
77,284	28,984	46,380	17,394	1,10,683	62,383	87,652	58,666
4,20,652	1,57,752	3,74,089	1,40,290	7,98,617	5,35,719	7,32,695	4,98,897
13,877	5,205	15,183	5,695	35,228	26,556	39,647	30,159
...	...	...	...	1,01,213	1,01,213	71,893	71,893
...	...	...	...	59	59	472	472
...	...	...	...	296	296	377	377
13,877	5,205	15,183	5,695	1,36,796	1,28,124	1,12,389	1,02,901
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
13,35,427	5,00,801	12,31,127	4,61,754	24,27,419	15,92,800	21,79,622	14,10,250
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...

be adjusted with the next Half-yearly payment of tribute of the Mandi State.

STATEMENT 2.

No.

Comparative Statement of Collections of the Inland Customs subordinate to the and Haidrabad, showing the quantity of Salt and

Division.	COMPARATIVE							
	Salt.				Su			
	Increase.		Decrease.		*Refined.*			
					Increase.		Decrease.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Shahpúr,... ...	46,068	2,17,424	...	...	...	...	...	...
Múltan, ...	...	...	...	...	48,429	48,434	...	...
Hissar, ...	29,298	87,894	...	...	18,115	18,115	...	...
Delhi, ...	...	...	2,20,751	6,62,274	31,881	31,881	...	...
Total, ...	75,366	3,05,318	2,20,751	6,62,274	98,425	98,430	...	...
Agra, ...	...	...	7,475	22,425	27,232	27,233	...	...
Jhansie, ...	23,150	69,447	...	...	...	...	7,873	7,873
Total, ...	23,150	69,447	7,475	22,425	27,232	27,233	7,873	7,873
Ságar, ...	18,042	54,124	...	...	...	...	3,113	3,113
Hoshangabad, ...	...	...	6,078	17,831	29,320	29,320	...	...
Nagpúr, ...	...	...	4,028	8,612	...	...	413	413
Raipúr, ...	9,602	12,845	...	...	...	...	81	81
Total, ...	27,644	66,969	10,106	26,443	29,320	29,320	3,607	3,607
INTERNAL.								
Karour Local Salt Works, ...	...	...	832	2,566	...	...	...	...
North-Western Provinces,... ...	677	2,915	...	...	...	...	...	...
Maloa Local Salt Works, ...	...	...	4,749	15,987	...	...	...	...
Oudh, ...	...	...	24	72	...	...	...	...
Total, ...	677	2,915	5,605	18,625	...	...	...	...
GRAND TOTAL, ...	1,26,837	4,44,649	2,43,937	7,29,767	1,54,977	1,54,983	11,480	11,480
Deduct Increase or Decrease, ...	...	...	1,26,837	4,44,649	11,480	11,480	...	...
Net Increase or Decrease,... ...	...	...	1,17,100	2,85,118	1,43,497	1,43,503	...	...
Berar, ...	23,115	27,235	...	...	...	...	...	...
Mandi, ...	75,498	47,136	...	...	...	...	...	...

2.

Government of the North-Western Provinces, Central Provinces, Panjab, Oudh, Refined and Unrefined Sugar for the Official year 1871-72.

RESULTS IN 1871-72.

GAR.

Unrefined.				*Total.*			
Increase.		Decrease.		Increase.		Decrease.	
Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
...	...	...	...	...	...	...	...
86,304	32,367	...	...	1,34,733	80,801	...	...
35,204	13,140	...	...	53,319	31,255	...	...
...	...	62,465	23,432	31,881	31,881	62,465	23,432
1,21,508	45,507	62,465	23,432	2,19,933	1,43,937	62,465	23,432
15,659	5,872	...	...	42,891	33,105	...	...
30,904	11,590	...	...	30,904	11,590	7,873	7,873
46,563	17,462	...	...	73,795	44,695	7,873	7,873
...	...	1,306	490	...	...	4,419	3,603
...	...	...	...	29,320	29,320	...	...
...	...	...	...	...	...	413	413
...	...	...	...	...	...	81	81
...	...	1,306	490	29,320	29,320	4,913	4,097
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
1,68,071	62,969	63,771	23,922	3,23,048	2,17,952	75,251	35,402
63,771	23,922	...	...	75,251	35,402	...	...
1,04,300	39,047	...	...	2,47,797	1,82,550	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...

A.

Comparative Statement of Cost of Establishment of the Commissioner of Inland Customs' Head-quarters Office, as it stood on the 1st of April, 1871, and as now sanctioned, 1st of April, 1872.

	Monthly Cost of Establishment.		Annual Cost of Establishment.		Length of jurisdiction in miles.		Total amount of Collections.		Annual Charge per Mile of Line.		Annual Charge per cent. on Collections.	
	On the 1st April, 1871.	As now sanctioned.	In 1871.	As now sanctioned.	On the 1st April, 1871.	On the 1st April, 1872.	From 1st April, 1870, to 31st March, 1871.	From 1st April, 1871, to 31st March, 1872.	In 1871.	In 1872.	In 1871.	In 1872.
	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.		
Commissioner of Customs' Head-quarters Office,	1,910	1,910	22,920	22,920	2,549½	2,508	1,62,05,324	1,62,08,362	8·98	9·13	·14	·14

B.

Comparative Statement of Cost of Assistant Commissioner's and Collector's Sadr Offices, as they stood on the 1st of April, 1871, and as now sanctioned, 1st of April, 1872.

DIVISION.	Monthly Cost of Establishment.		Annual Cost of Establishment.		Length of the Customs Line.		Total amount of Collections, including double duty, &c.		Annual Charge per Mile of Line.		Annual Charge per cent on Collections.	
	On the 1st April, 1871.	As now sanctioned.	In 1871.	As now sanctioned.	On the 1st April, 1871.	On the 1st April, 1872.	From 1st April, 1870, to 31st March, 1871.	From 1st April, 1871, to 31st March, 1872.	In 1871.	In 1872.	In 1871.	In 1872.
Shahpúr, ...	821	821	9,852	9,852	480½	480½	36,88,397	38,82,820	20·5	20·5	0·27	0·25
Múltan, ...	418	388	5,016	4,656	215	215	16,538	96,391	28·33	21·65	30·53	4·83
Hissar, ...	445	445	5,340	5,340	191	191	20,37,632	21,52,603	27·95	27·95	0·26	0·24
Dehli, ...	555	555	6,660	6,660	96½	96½	33,49,490	26,83,356	69·01	69·01	0·19	0·24
Total, ...	2,239	2,209	26,868	26,508	983	983	90,92,057	88,15,170	27·33	26·96	0·29	0·3
Agra, ...	833	833	9,996	9,996	158½	158½	44,87,895	44,89,740	63·06	63·06	0·22	0·22
Jhansi, ...	405	405	4,860	4,860	172	172	2,44,888	3,15,749	28·25	28·25	1·98	1·53
Total, ...	1,238	1,238	14,856	14,856	330½	330½	47,32,783	48,05,489	22·47	22·47	0·31	0·3
Ságar, ...	415	415	4,980	4,980	147	147	3,66,641	4,10,137	19·67	19·67	1·35	1·21
Hoshangabad, ...	355	355	4,260	4,260	216½	216½	1,11,544	1,20,495	19·67	19·67	3·81	3·53
Nagpúr, ...	246	246	2,952	2,952	200	200	7,22,339	7,12,593	14·76	14·76	0·4	0·41
Raipúr, ...	357	357	4,284	4,284	260	260	1,14,245	1,22,251	16·47	16·47	3·74	3·5
Total, ...	1,373	1,373	16,476	16,476	823½	823½	13,14,769	13,65,476	19·4	19·4	1·25	1·2
Internal, N.-W. Provinces, ...	216	216	2,592	2,592	...	...	1,02,957	99,725	...	...	2·51	2·59
Ditto, Oudh, ...	196	196	2,352	2,352	...	...	13,934	12,580	...	...	16·88	18·69
Total, ...	412	412	4,944	4,944	...	...	1,16,891	1,12,305	...	...	4·22	4·42
Grand Total, ...	5,262	5,232	63,144	62,784	2,137	2,137	1,52,56,500	1,50,98,440	29·54	29·37	0·41	0·41
Berar, ...	246	246	2,952	2,952	331	327	2,70,201	2,95,931	8·92	9·02	1·09	0·99

C.

Comparative Statement of Cost of the Mofussil Customs Establishments, exclusive of Commissioners', Assistant Commissioners, and Collectors' Offices, as they stood on the 1st of April 1871, and as now sanctioned, 1st of April, 1872.

DIVISION.	Monthly Cost of Establishment.		Annual Cost of Establishment.		Length of the Customs Line.		Total amount of Collections, including double duty, &c.		Annual Charge per Mile of Line.		Annual Charge per cent. on Collections.	
	On the 1st April, 1871.	As now sanctioned.	In 1871.	As now sanctioned.	On the 1st April, 1871.	On the 1st April, 1872.	From 1st April, 1870, to 31st March, 1871.	From 1st April, 1871, to 31st March, 1872.	In 1871.	In 1872.	In 1871.	In 1872.
	Rs. a. p.	Rs. a. p.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.		
Shahpúr, ...	13,631 10 8	12,756 10 8	1,63,580	1,53,080	480½	480½	36,88,397	38,82,820	340·43	318·58	4·43	4·44
Múltan, ...	6,192 0 0	5,893 0 0	74,304	70,716	215	215	16,538	96,392	345·6	328·91	452·32	73·36
Hissar, ...	13,454 8 0	13,253 8 0	1,61,454	1,59,042	194	191	20,37,632	21,52,603	845·31	832·68	7·92	7·38
Delhi, ...	11,379 0 0	11,397 0 0	1,36,548	1,36,764	96½	96½	33,49,490	26,83,356	1,415	1,417·24	4·07	5·09
Total, ...	44,657 2 8	43,300 2 8	5,35,886	5,19,602	983	983	90,92,057	88,15,170	545·15	528·58	5·89	5·89
Agra, ...	16,649 0 0	16,599 0 0	1,99,788	1,99,188	158½	158½	44,87,895	44,89,740	1,260·49	1,256·71	4·45	4·43
Jhansie, ...	13,879 0 0	14,004 0 0	1,66,548	1,68,048	172	172	2,44,888	3,15,749	968·3	977·02	68·	53·22
Total, ...	30,528 0 0	30,603 0 0	3,66,336	3,67,236	330½	330½	47,32,783	48,05,489	1,108·43	1,111·15	7·74	7·64
Ságar, ...	8,800 0 0	8,929 0 0	1,05,600	1,07,148	147	147	3,66,641	4,10,137	718·37	728·89	28·8	26·12
Hóshangabad, ...	6,482 0 0	6,551 0 0	77,784	78,612	216½	216½	1,11,544	1,20,495	359·28	363·1	69·73	65·24
Nagpúr, ...	5,665 0 0	5,594 0 0	67,980	67,128	200	200	7,22,339	7,12,593	339·9	335·64	9·41	9·42
Raipúr, ...	6,484 0 0	6,641 0 0	77,808	79,692	260	260	1,14,245	1,22,251	299·26	306·5	68·1	65·26
Total, ...	27,431 0 0	27,715 0 0	3,29,172	3,32,580	823½	823½	13,14,769	13,65,476	399·72	403·86	25·84	24·35
Internal, N.-W. P., ...	13,080 0 0	13,453 0 0	1,56,960	1,61,436	...	...	1,02,957	99,725	...	...	152·29	161·88
Ditto, Oudh, ...	4,257 0 0	4,232 0 0	51,084	50,784	...	...	13,934	12,580	...	...	373·79	403·68
Total, ...	17,337 0 0	17,685 0 0	2,08,044	2,12,220	...	...	1,16,891	1,12,305	...	...	177·81	188·96
Grand Total, ...	1,19,953 2 8	1,19,303 2 8	14,39,438	14,31,638	2,137	2,137	1,52,56,500	1,50,98,440	673·57	669·92	9·43	9·48
... ...	5,664 0 0	5,593 0 0	67,968	67,116	331	327	2,70,201	2,95,931	205·34	205·24	25·15	22·67

D.

Comparative Statement of Cost of Mofussil Customs Establishments, exclusive of Patrols, Assistant Patrols, Salt Establishments, and Stationery Charges, as it stood on the 1st April, 1871, and as now sanctioned, 1st April, 1872.

DIVISION.	Monthly Cost of Establishment.		Annual Cost of Establishment.		Length of the Customs Line.		Total amount of Collections, including double Duty, &c.		Annual Charge per Mile of Line.		Annual Charge per Cent. on Collections.	
	On the 1st April, 1871.	As now sanctioned.	In 1871.	As now sanctioned.	On the 1st April, 1871.	On the 1st April, 1872.	From 1st April, 1870, to 31st March, 1871.	From 1st April, 1871 to 31st March, 1872.	In 1871.	In 1872.	In 1871.	In 1872.
	Rs.	Rs.	Rs.	Rs.			Rs.					
Shahpúr, ...	...	...	...	...	...	...	...	...	...	...	...	...
Múltan, ...	4,299	4,171	51,588	50,052	215	215	16,538	96,391	239·94	232·83	314·04	51·92
Hissar,...	10,218	10,218	1,22,616	1,22,616	191	191	20,37,632	21,52,603	641·96	641·96	6·01	5·74
Delhi, ...	7,761	7,773	93,132	93,276	96½	96½	33,49,490	26,83,356	965·09	966·59	2 78	3·47
Total, ...	22,278	22,162	2,67,336	2,65,944	502½	502½	54,03,660	49,32,350	532·01	529·24	4·94	5·39
Agra, ...	12,355	12,355	1,48,260	1,48,260	158½	158½	44,87,895	44,89,740	935·39	935·39	3·3	3·3
Jhansi, ...	11,124	11,149	1,33,488	1,33,788	172	172	2,44,888	3,15,749	776·09	777·17	54·51	42·37
Total, ...	23,479	23,504	2,81,748	2,82,048	330½	330½	47,32,783	48,05,489	852·49	853·39	5·95	5·86
Ságar, ...	6,900	7,087	82,800	85,044	147	147	3,66,641	4,10,137	563·34	578·53	22·58	20·73
Hoshangabad, ...	5,182	5,182	62,184	62,184	216½	216½	1,11,544	1,20,495	287·22	287·22	55·74	51·6
Nagpúr, ...	4,177	3,991	50,124	47,892	200	200	7,22,339	7,12,593	250·62	239·46	6·93	6·72
Raipúr, ...	5,184	5,184	62,208	62,208	260	260	1,14,245	1,22,251	239·26	239·26	54·45	50·9
Total, ...	21,443	21,444	2,57,316	2,57,328	823½	823½	13,14,769	13,65,476	312·46	312·48	19·57	18·84
Grand Total, ...	67,200	67,110	8,06,400	8,05,320	1,656½	1,656½	1,14,51,212	1,11,03,315	487·1	486·15	7·04	7·25
Berar, ...	4,177	3,991	50,124	47,892	331	327	2,70,201	2,95,931	151·43	146·45	18·55	16·18

E.

Statement showing the Quantity of Goods seized on Head-loads, and the Number of Head-load Salt Smugglers apprehended during the year 1871-72, *as compared with* 1870-71.

CUSTOMS HOUSES.	SALT.				SUGAR.				NUMBER OF HEAD-LOAD SALT SMUGGLERS SEIZED.		REMARKS.
	1871-72.		1870-71.		1871-72.		1870-71.				
	Number of head-loads.	Number of maunds.	Number of head-loads.	Number of maunds.	Number of head-loads.	Number of maunds.	Number of head-loads.	Number of maunds.	1871-72.	1870-71.	
Shahpúr, ...	225	64	164	72	...	...	...	...	225	164	
Múltan, ...	1	...	7	...	7	2	4	1	1	8	
Hissar, ...	1,450	1,063	906	594	19	4	30	7	231	204	
Dehli, ...	351	144	401	158	104	15	99	17	192	277	
Total, ...	2,027	1,271	1,478	824	130	21	133	25	649	653	
Agra, ...	563	332	438	263	14	4	21	5	271	221	
Jhansie, ...	954	199	714	124	4	1	10	3	686	595	
Total, ...	1,517	531	1,152	387	18	5	31	8	957	816	
Ságar, ...	878	439	1,053	491	45	14	70	22	413	276	
Hoshangabad, ...	300	132	247	97	2	...	4	1	152	103	
Nagpúr, ...	61	17	37	5	...	...	...	...	61	36	
Raipúr, ...	1,663	846	1,138	676	...	...	...	...	739	615	
Total, ...	2,902	1,434	2,475	1,269	47	14	74	23	1,365	1,030	
GRAND TOTAL, ...	6,446	3,236	5,105	2,480	195	40	238	56	2,971	2,499	
Berar Line, ...	107	18	91	5	...	...	...	...	107	91	

F.

Statement of Cases of Seizures reported to the Revenue Commissioner, or otherwise disposed of, by the Collectors of Customs in the North-Western Provinces, Panjab, and Central Provinces, for the year 1871-72.

	Customs Houses.	Description and quantity of Goods seized.		Ground of Seizures and Detail of Cases.			Total number of cases of seizures.	Number of Cases ordered by Collectors or Commissioner of Customs.		Total number of cases disposed of by Collectors or Commissioner of Customs.	Number of Cases reported to Revenue Commissioners.			Total number of cases reported to Revenue Commissioner.	Number of cases in which Collector's orders have been			Total number of cases decided by Revenue Commissioners.	Remarks.
		Salt.	Sugar.	Without Rowannahs.	In excess of Rowannahs.	Difference between goods and specification of rowannah and goods taken to posts, &c.		For release.	For single or double duty.		For release.	For confiscation.	For single or double duty.		Confirmed.	Reversed.	Modified.		
		M. s. c.	M. s. c.																
Panjab.	Shahpúr, ...	70 8 12	...	173	...	...	173	108	6	114	...	59	...	59	59	...	...	59	
	Múltan, ...	3 30 14	448 12 10	24	195	...	219	1	166	187	...	11	21	32	32	...	...	32	
	Hissar, ...	1,098 1 8	1,069 25 11	491	1	1	493	2	1	3	...	371	119	490	490	...	...	490	
	Dehli, ...	540 1 2	605 30 5	284	108	7	399	7	...	7	...	150	242	392	389	1	2	392	
	Total, ...	1,712 2 4	2,123 28 10	972	304	8	1,284	118	193	311	...	591	382	973	970	1	2	973	
N.-W. P.	Agra, ...	1,987 18 7	1,143 32 2	294	362	11	667	18	...	18	...	235	414	649	649	...	...	649	
	Jhansi, ...	342 11 3	304 8 8	477	151	...	628	...	...	...	...	354	274	628	628	...	...	628	
	Total, ...	2,329 29 10	1,448 0 10	771	513	11	1,295	18	...	18	...	589	688	1,277	1,277	...	...	1,277	
Central Provinces.	Ságar, ...	1,247 13 11	45 18 0	471	31	...	502	16	...	16	...	319	167	486	482	1	...	483	Undecided cases, 3
	Hoshangabad, ...	149 34 15	420 17 6	139	29	...	168	6	...	6	...	79	83	162	161	...	...	161	Do. ... 1
	Nagpúr, ...	100 38 6	0 20 6	27	...	...	27	...	...	...	...	5	22	27	27	...	...	27	
	Raipúr, ...	1,683 37 12	...	496	19	...	515	8	19	27	...	302	186	488	479	...	9	488	
	Total, ...	3,182 4 12	466 15 12	1,133	79	...	1,212	30	19	49	...	705	458	1,163	1,149	1	9	1,159	
	Grand Total, ...	7,223 36 10	4,038 5 0	2,876	896	19	3,791	166	212	378	...	1,885	1,528	3,413	3,396	2	11	3,409	
	Berar Line, ...	596 39 14	...	100	...	...	100	2	...	2	...	27	71	98	93	5	...	98	

G.

Return showing the number of persons committed for smuggling under Section 7, Act XIV. of 1843, and the Punishments awarded them, during the year 1871-72.

Divisions.	NUMBER OF SMUGGLERS.					PUNISHED WITH FINE OR IMPRISONMENT IN CASE OF NON-PAYMENT OF FINE									PUNISHED WITH IMPRISONMENT.						Remarks.
			Convicted.						Imprisonment in case of non-payment of fine.												
									With labour,			Without labour.			With labour,			Without labour			
	Committed for trial.	Acquitted.	Head-load salt smugglers.	Other smugglers.	Total.	Number fined.	Gross fine.	Average fine.	Number of persons.	Gross term.	Average term.	Number of persons.	Gross term.	Average term.	Number of persons.	Gross term.	Average term.	Number of persons.	Gross term.	Average term.	
							Rs.	R. a. p.		Y. m. d.	Y. m. d.		Y. m. d.	Y. m. d.		Y. m. d.	Y. m. d.		Y. m. d.	Y. m. d.	
Shahpúr, ...	107	23	72	9	81	77	907	11 12 7	3	0 5 21	0 1 27	...	...	...	4	0 10 0	0 2 15	...	...	...	Departmental Pending cases, ... 3
Múltan, ...	20	3	1	16	17	17	354	20 13 2	...	...	...	...	...	...	...	...	...	...	...	...	
Hissar, ...	181	21	153	7	160	160	2,336	14 9 9	85	17 2 10	0 2 13	...	...	...	...	...	...	...	...	...	
Dehli, ...	97	7	90	...	90	88	1,199	13 10 0	28	3 7 22	0 1 16	10	1 9 0	0 2 3	2	0 2 0	0 1 0	...	...	...	
Total, ...	405	54	316	32	348	342	4,796	14 0 4	116	21 3 23	0 2 6	10	1 9 0	0 2 3	6	1 0 0	0 2 0	...	...	...	
Agra, ...	149	11	128	4	132	132	968-8	7 5 4	48	4 0 5	0 1 0	25	0 9 6	0 0 11	...	...	...	...	...	...	Pending cases, ... 6
Jhansi, ...	169	10	126	31	157	157	1,680	10 11 3	41	9 9 23	0 2 26	...	...	...	...	...	...	...	...	...	Do. do., 2
Total, ...	318	21	254	35	289	289	2,648-8	9 2 7	89	13 9 28	0 1 26	25	0 9 6	0 0 11	...	...	...	...	...	...	
Ságar. ...	473	13	385	75	460	460	6,542	14 3 6	191	45 7 12	0 2 26	1	0 1 0	0 1 0	...	...	...	...	...	...	
Hoshangabad, ...	91	1	69	18	87	87	1,152	13 3 10	15	1 2 19	0 0 29	...	...	...	...	...	...	...	...	...	Do. do., 3
Nagpúr, ...	4	...	4	...	4	4	25	6 4 0	...	...	...	...	...	...	...	...	...	...	...	...	
Raipúr, ...	510	15	433	62	495	495	1,435	2 14 4	22	0 8 10	0 0 11	...	...	...	...	...	...	...	...	...	
Total, ...	1,078	29	891	155	1,046	1,046	9,154	8 12 0	228	47 6 11	0 2 15	1	0 1 0	0 1 0	...	...	...	...	...	...	
Total Line & Mines,	1,801	104	1,461	222	1,683	1,677	16,598-8	9 14 4	433	82 8 2	0 2 8	36	2 7 6	0 0 26	6	1 0 0	0 2 0	...	...	...	
Berar, ...	36	11	6	19	25	25	414	16 8 11½	...	...	...	...	...	...	...	...	...	...	...	...	

H.

Comparative Statement of the Quantity of various kinds of Salt which paid duty at the Inland Customs Line, or at Mines or Works inside the Line, during the official years 1870-71 *and* 1871-72.

Salt.	1871-72.		1870-71.		Increase.		Decrease.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	M. S. C.	Rs. a. p.	M. S. C.	Rs. a. p.	M. S. C.	Rs. a. p.	M. S. C.	Rs. a. p.
Rock Salt,	1,267,535 2 4	38,81,825 12 2	1,221,467 17 7	36,64,402 5 4	46,067 24 13	2,17,423 6 10	...	...
Phullowdee,	755 9 0	2,265 10 9	377 9 8	1,132 7 2	377 39 8	1,133 3 7	...	...
Didwana,	310,730 29 10	9,32,192 12 5	375,988 2 14	11,27,964 15 2	...	...	65,257 13 4	1,95,772 2 9
Suttanpuri,	551,186 24 4	16,53,561 1 4	686,638 2 11	20,59,913 11 6	...	...	135,451 18 7	4,06,352 10 2
Salambha,	167,219 35 2	5,01,659 13 11	244,594 39 12	7,33,785 1 5	...	...	77,375 4 10	2,32,125 3 6
Balambha,	1,054,599 8 15	31,63,798 9 2	1,049,975 23 11	31,49,927 11 8	4,623 25 4	13,870 13 6	...	...
Sambar,	653,828 4 2	19,61,486 3 6	589,519 20 7	17,68,562 9 4	64,308 23 11	1,92,923 10 2	...	...
Kansia,	129,867 30 0	3,89,604 15 10	80,211 14 1	2,40,635 13 4	49,656 15 15	1,48,969 2 6	...	...
Kokan,	498,280 37 4	5,91,719 1 2	582,040 37 8	6,94,858 15 11	...	...	83,760 0 4	1,03,139 14 9
Chooteea,	45 4 6	135 5 11	76 20 0	229 8 11	...	...	31 15 10	94 3 0
Baragara,	101,110 31 9	1,20,069 7 2	22,278 6 11	26,659 9 5	78,832 24 14	93,409 13 9	...	...
Bunwar,	91,883 26 2	1,07,282 15 3	70,917 5 1	81,784 10 11	20,966 21 1	25,498 4 4	...	...
Itchapur Salt,	11,110 15 4	12,819 8 4	22,492 21 0	25,504 1 11	...	...	11,382 5 12	12,684 9 7
Muscat Salt,	662 33 9	787 1 11	...	...	662 33 9	787 1 11	...	...
Kharee,	748 19 6	2,245 7 4	1,460 8 8	4,379 14 10	...	...	711 29 2	2,134 7 6
Black,	6,175 11 11	18,525 13 11	9,887 39 6	29,667 1 4	...	...	3,712 27 11	11,141 3 5
Russee Mittee,	12 32 5	38 7 0	0 5 8	0 6 8	12 26 13	38 0 4	...	...
Salt in Saltpetre,	133 12 12	403 0 1	133 32 10	404 11 2	...	...	0 19 14	1 11 1
Salt produced at Salt Works, Malowna and Karour,	9,171 0 0	28,086 3 0	14,752 18 12	46,066 6 6	...	...	5,581 18 12	17,980 3 6
Salt produced at Saltpetre refineries,	19,860 19 7	62,669 1 7	19,207 19 13	59,825 12 11	652 39 10	2,843 4 8	...	...
Total,	4,874,917 27 0	1,34,31,176 7 9	4,992,019 25 4	1,37,15,705 15 5	2,66,161 35 2	6,96,896 13 7	333,263 33 6	9,81,426 5 3
Deduct Increase,	...	...	...	...	...	...	266,161 35 2	6,96,896 13 7
Net Decrease,	...	...	...	...	...	...	117,101 38 4	2,84,529 7 8

ANNEXURE I.

General Statement of gross Collections of the Inland Customs for the year 1871-72, *as compared with the three previous years.*

Division.	Year.	Salt.			Sugar.			Miscellaneous.			Total.		
		Quantity.			Amount.			Quantity.			Amount.		
		M. S. C.			Rs. a. p.			M. S. C.			Rs. a. p.		
Shahpur, ...	1871-72,	1,267,535 1 13			38,02,605 2 11			...			80,214 4 1			38,82,819 7 0
	1870-71,	1,221,467 17 7			36,64,402 5 4			...			23,994 9 5			36,88,396 14 9
	1869-70,	1,497,152 29 6			44,91,458 3 5			...			1,080 10 0			44,92,538 13 5
	1868-69,	1,260,193 30 14			37,80,581 5 5			...			2,354 0 1			37,82,935 5 6
Multan, ...	1871-72,	...			...			162,049 0 6½			95,965 13 6			96,391 5 0
	1870-71,	...			...			27 316 9 3			15,165 1 8			16,537 14 7
	1869-70,	...			...			22,785 0 0			12,076 0 0			12,368 0 0
	1868-69,	...			...			33,177 0 0			17,673 0 0			18,915 0 0
Hissar, ...	1871-72,	622,514 4 13			18,67,542 13 9			469,291 26 10			2,84,356 15 5			21,52,602 15 3
	1870-71,	593,216 2 8			17,79,649 0 2			415,972 22 10			2,53,102 1 7			20,37,632 5 3
	1869 70,	593,291 19 11			17,79,875 4 1			337,470 19 9			2,14,920 6 8			19,99,641 8 7
	1868-69,	529,925 22 2			15,89,738 2 4			330,687 24 10			2,08,404 0 6			18,01,840 5 6
Dehli, ...	1871-72,	696,512 3 7			20,89,538 0 11			860,665 14 4			5,48,634 1 4			45,184 2 4			26,83,356 4 7
	1870-71,	917,263 8 1			27,51,811 15 6			891,248 38 11			5,40,184 6 5			57,493 2 5			33,49,489 8 4
	1869-7 ,	930,248 31 1			27,90,745 9 4			856,745 39 13			4,75,152 11 1			4,100 7 2			32,69,998 11 7
	1868-69,	899,241 38 4			26,97,725 0 6			610,617 33 4			3,53,628 7 0			4,357 14 0			30,55,711 5 6
Total, ...	1871-72,	2,586,561 10 1			77,59,686 1 7			1,492,006 1 4½			9,28,956 14 3			1,26,527 0 0			88,15,169 15 10
	1870-71,	2,731,946 28 0			81,95,863 5 0			1,334,537 30 8			8,08,451 9 8			87,741 12 3			90,92,056 10 11
	1869-70,	3,020,693 0 2			90,62,079 0 10			1,217,001 19 6			7,02,149 1 9			10,318 15 0			97,74,547 1 7
	1868-69,	2,689,361 11 4			80,68,044 8 3			974,482 17 14			5,79,705 7 6			14,652 0 9			86,59,402 0 6
Agra, ...	1871-72,	1,338,200 35 12			40,14,603 14 10			687,933 29 10			4,73,335 15 5			1,799 10 9			44,89,739 9 0
	1870-71,	1,345,675 35 8			40,37,028 13 1			645,042 21 0			4,40,231 5 9			10,634 11 6			44,87,894 14 4
	1869-70,	1,518,419 19 2			45,55,257 9 3			673,853 33 13			4,24,884 14 2			11,890 11 11			49,92,033 3 4
	1868-69,	1,494,983 36 9			44,84,953 12 2			655,427 15 9			4,10,740 1 5			7,787 0 0			49,03,480 13 7
Jhansi ...	1871-72,	84,263 35 10			2,52,792 15 6			1,10,682 37 13			62,383 12 5			572 7 6			3,15,749 3 5
	1870-71,	61,113 39 11			1,83,345 13 3			87,651 14 13			58,665 13 1			2,376 5 0			2,44,887 15 4
	1869-70,	29,543 33 6			88,632 8 8			97,534 36 5			55,585 11 1			2,278 0 8			1,46,996 4 5
	1868-69,	77,745 20 11			2,33,237 6 3			1,28,786 26 11			77,857 9 7			2,867 13 10			3,13,962 13 8
Total, ...	1871-72,	1,422,464 31 6			42,67,396 14 4			798,616 27 7			5,35,719 11 10			2,372 2 3			48,05,488 12 5
	1870-71,	1,406,789 35 3			42,20,374 10 4			732,693 35 13			4,98,897 2 10			13,511 0 6			47,32,782 13 8
	1869-70,	1,547,963 12 8			46,43,890 1 11			771,388 30 2			4,80,470 9 3			14,668 12 7			51,39,029 7 9
	1868-69,	1,572,729 17 4			47,18,191 2 5			784,214 2 4			4,88,597 12 0			10,654 13 10			52,17,443 11 3
Sagar, ...	1871-72,	127,630 27 11			3,82,893 12 4			35,228 23 1			26,556 2 5			686 9 1			4,10,136 7 10
	1870-71,	109,589 21 14			3,28,770 3 9			39,647 23 2			30,159 6 0			7,712 13 3			3,66,642 7 0
	1869-70,	86,547 38 4			2,59,646 12 7			38,388 12 14			31,573 11 3			8,617 13 1			2,99,838 4 11
	1868-69,	157,842 14 11			4,73,530 12 11			49,247 24 9			42,322 9 2			25,934 14 2			5,41,788 4 3
Hoshangabad, ...	1871-72,	6,528 4 11			18,956 15 2			101,213 12 10			1,01,218 11 7			324 2 11			1,20,494 13 8
	1870-71,	12,606 15 15			36,787 12 6			71,892 28 3			71,893 5 10			2,863 4 0			1,11,544 6 4
	1869-70,	27,598 31 2			71,227 4 2			16,884 22 5			16,884 11 4			5,230 7 4			93,342 6 10
	1868-69,	31,105 18 3			89,999 14 5			13,709 38 4			13,710 1 3			2,441 5 9			1,06,151 5 5
Nagpur, ...	1871-72,	599,706 19 5			7,12,156 10 0			58 23 1			58 9 4			377 11 2			7,12,592 14 6
	1870-71,	603,733 20 2			7,20,769 6 11			471 18 9			471 15 8			1,098 0 1			7,22,339 6 8
	1869-70,	528,000 5 6			6,83,674 11 1			17,154 31 7			17,154 15 3			2,005 2 8			7,02,834 13 0
	1868-69,	444,532 23 9			6,68,636 13 0			27,115 6 10			27,115 6 5			3,899 3 4			6,99,651 6 9
Raipur, ...	1871-72,	102,995 24 4			1,20,110 4 6			296 19 10			296 9 5			1,844 8 6			1,22,251 6 5
	1870-71,	93,393 25 9			1,07,264 12 2			376 25 2			376 10 3			6,603 4 11			1,14,244 11 4
	1869-70,	101,039 26 12			1,46,761 6 8			248 28 8			248 11 10			12,127 10 2			1,59,137 12 8
	1868-69,	134,959 26 3			2,02,440 7 10			431 16 0			431 6 11			6,808 2 11			2,09,680 1 8
Total, ...	1871-72,	836,860 35 15			12,34,117 10 0			135,796 38 6			1,28,125 0 9			3,232 15 8			13,65,475 10 5
	1870-71,	819,323 3 8			11,93,592 3 4			112,388 15 0			1,02,901 5 9			18,277 6 3			13,14,770 15 4
	1869-70,	743,186 21 8			11,61,310 2 6			72,676 15 2			65,862 1 8			27,981 1 3			12,55,153 5 5
	1868-69,	768,440 2 10			14,34,608 0 2			90,504 5 7			83,579 7 9			39,083 10 2			15,57,271 2 1
Total Line and Mines,	1871-72,	4,845,886 37 6			1,32,61,200 9 11			2,427,419 27 1½			15,92,801 10 10			132,132 1 11			1,49,86,134 6 8
	1870-71,	4,958,059 26 11			1,36,09,830 2 8			2,179,620 1 5			14,10,250 2 3			119,530 3 0			1,51,39,610 7 11
	1869-70,	5,311,842 34 2			1,48,67,279 5 3			2,061,056 24 10			12,46,481 12 8			52,968 12 10			1,61,68,729 14 9
	1868-69,	5,030,530 31 2			1,42,20,843 10 10			1,849,200 25 9			11,51,882 10 3			61,390 8 9			1,54,34,116 13 10

ANNEXURE I.—(*concluded*).

General Statement of gross Collections of the Inland Customs for the year 1871-72, *as compared with three previous years.*—(concluded).

Division.	Year.	Salt.		Sugar.		Miscellaneous.	Total.
		Quantity.	Amount.	Quantity.	Amount.		
		M. S. C.	Rs. a. p.	M. S. C.	Rs. a. p.		Rs. a. p.
N.-W. P. Internal, ...	1871-72,	16,897 25 15	53,780 6 7	...	...	45,944 9 2	99,724 15 9
	1870-71,	16,220 17 14	50,864 7 3	...	...	52,092 8 0	1,02,956 15 3
	1869-70,	14,320 28 7	44,809 9 6	...	...	40,944 1 7	85,753 11 1
	1868-69,	11,243 5 5	34,835 0 5	...	...	46,459 0 1	81,294 0 6
OUDH. Internal, ...	1871-72,	2,962 33 4	8,888 11 0	...	...	3,691 13 2	12,580 8 2
	1870-71,	2,987 1 15	8,961 5 8	...	...	4,972 12 1	13,934 1 9
	1869-70,	2,948 17 2	8,845 8 1	...	...	3,691 9 8	12,537 1 9
	1868-69,	2,925 19 5	8,776 9 10	...	...	2,739 6 10	11,516 0 8
Total Internal, ...	1871-72.	19,360 19 3	62,669 1 7	...	...	49,636 6 4	1,12,305 7 11
	1870-71,	19,207 19 13	59,825 12 11	...	...	57,065 4 1	1,16,891 1 0
	1869-70,	17,269 5 9	53,655 1 7	...	...	44,635 11 3	98,290 12 10
	1868-69,	14,168 24 10	43,611 10 3	...	...	49,198 6 11	92,810 1 2
Total Lines and Internal.	1871-72,	4,865,747 16 9	1,33,23,869 11 6	2,427,419 27 1½	15,92,801 10 10	1,81,768 8 3	1,50,98,439 14 7
	1870-71,	4,977,267 6 8	1,36,69,655 15 7	2,179,620 1 5	14,10,250 2 3	1,76,595 7 1	1,52,56,501 8 11
	1869-70,	5,329,111 39 11	1,49,20,934 6 10	2,061,066 24 10	12,48,481 12 8	97,604 8 1	1,62,67,020 11 7
	1868-69,	5,044,699 15 12	1,42,64,455 5 1	1,849,200 25 9	11,51,882 10 3	1,10,588 15 8	1,55,26,926 15 0
Local Salt Work.							
Mullowna, ...	1871-72,	9,171 0 0	27,513 0 0	...	...	1,225 3 0	28,738 3 0
	1870-71,	13,920 0 0	43,500 0 0	...	...	875 14 9	44,375 14 9
Karoue, ...	1871-72,	...			...	...	...
	1870-71,	832 0 0	...	...	...	97 3 3	2,663 3 3
			2,566 5 0	...			
Total, ...	1871-72,	9,171 0 0	27,513 0 0	...	...	1,225 3 0	28,738 3 0
	1870-71,	14,752 0 0	46,066 5 0	...	...	973 2 0	47,039 7 0
Grand Total, ...	1871-72,	4,874,918 16 9	1,33,51,382 11 6	2,427,419 27 1½	15,92,801 10 10	182,993 11 3	1,51,27,178 1 7
	1870-71,	4,992,019 6 8	1,37,15,722 4 7	2,179,620 1 5	14,10,250 2 3	177,568 9 1	1,53,03,540 15 11
	1869-70,	5,329,111 39 11	1,49,20,934 6 10	2,061,066 24 10	12,48,481 12 8	97,604 8 1	1,62,67,020 11 7
	1868-69,	5,044,699 15 12	1,42,64,455 5 1	1,849,200 25 9	11,51,882 10 3	110,588 15 8	1,55,26,926 15 0
Berar, ...	1871-72,	248,944 29 2	2,95,641 8 9	...	...	289 2 0	2,95,930 10 9
	1870-71,	225,829 35 7	2,68,406 9 6	...	...	1,794 5 5	2,70,200 14 11
	1869-70,	232,773 14 12	3,15,008 5 4	...	...	3,517 7 11	3,18,525 13 3
	1868-69,	200,193 6 9	3,09,292 8 6	...	...	2,508 7 8	3,02,801 0 2

ANNEXURE II.

General Statement of Miscellaneous Revenue and Receipts of the Inland Customs Line for the year 1871-72, *corresponding with the three previous years.*

Division.	Years.	Seizers' share of confiscation and double duty.	Fines, forfeitures, savings, &c.	Income-Tax.	Half fine shares received from District Officers.	Sale proceeds of properties, &c.	Unclaimed deposits.	Fees on Mafee or Atrafee rowannahs.	Miscellaneous.	Total.
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
PUNJAB. Shahpur,	1871-72,	...	302 9 10	690 11 0	...	...	...	...	*79,220 15 3	80,214 4 1
	1870-71,	2 0 0	443 3 11	2,487 5 2	...	84 13 9	*12,150 8 10	...	*8,826 9 9	23.994 9 5
	1869-70,	...	540 7 0	...	...	70 3 6	...	...	469 15 6	1,080 10 0
	1868-69,	...	519 9 6	...	...	100 6 7	...	...	1,734 0 0	2,354 0 1
Multan,...	1871-72,	...	...	285 8 0	...	135 9 6	...	...	4 6 0	425 7 6
	1870-71,	95 12 1	12 0 1	1,077 9 1	...	45 11 2	141 12 6	...	...	1,372 12 11
	1869-70,	225 7 3	6 6 7	...	...	53 14 8	...	...	6 3 6	292 0 0
	1868-69,	46 15 7	74 4 10	...	...	607 6 1	510 7 6	...	3 7 4	1,242 9 4
Hissar, ...	1871-72,	...	127 3 4	494 5 0	...	59 0 0	...	...	22 9 9	703 2 1
	1870-71,	3,013 9 1	133 10 0	1,677 11 0	...	50 9 11	...	4 13 0	0 14 6	4,881 3 6
	1869-70,	3,254 11 4	565 15 11	926 15 0	44 13 5	12 2 10	29 1 4	...	12 2 0	4,845 13 10
	1868-69,	1,877 4 10	1,138 1 3	453 12 0	115 3 6	86 2 3	8 6 11	...	18 10 7	3,697 9 4
Dehli, ...	1871-72,	452 2 11	146 1 11	465 11 0	...	...	...	...	44,120 2 6	45,184 2 4
	1870-71,	6,838 12 11	165 12 9	1,487 15 3	...	10 1 0	...	...	48,990 8 6	57,493 2 5
	1869-70,	3,222 15 6	93 0 1	771 9 0	...	11 0 6	0 2 0	...	1 12 1	4,100 7 2
	1868-69,	3,635 14 8	191 7 4	371 12 0	...	154 2 8	3 10 1	...	0 15 3	4,357 14 0
Total, ...	1871-72,	452 2 11	575 15 1	1,936 3 0	...	194 9 6	...	...	1,23,368 1 6	1,26,527 0 0
	1870-71,	9,950 2 1	754 10 9	6,730 8 6	...	191 3 10	12,292 5 4	4 13 0	57,818 0 9	87,741 12 3
	1869-70,	6,703 2 1	1,205 13 7	1,698 8 0	44 13 5	147 5 6	29 3 4	...	490 1 1	10,318 15 0
	1868-69,	5,560 3 1	1,923 6 11	825 8 0	115 3 6	948 1 7	522 8 6	...	1,757 1 2	11,652 0 9
N.-W. P., Agra, ...	1871-72,	...	49 1 5	1,306 11 0	...	31 8 0	50 8 6	...	361 13 10	1,799 10 9
	1870-71,	4,967 6 6	216 1 9	4,531 9 9	174 8 0	36 11 4	150 6 11	2 0 0	555 15 3	10,634 11 6
	1869-70,	2,847 15 8	856 0 11	2,035 5 0	457 4 0	243 8 5	935 4 9	4 12 0	4,510 9 2	11,890 11 11
	1868-69,	4,159 7 3	1,776 4 11	867 4 0	412 4 3	468 11 5	91 12 1	2 6 11	8 13 2	7,787 0 0
Jhansi, ...	1871-72,	1 6 1	136 11 8	427 7 0	...	0 11 0	2 12 6	0 8 0	2 15 3	572 7 6
	1870-71,	1,247 4 10	182 1 9	1,302 14 8	30 11 6	109 4 2	2 11 11	0 13 4	0 6 10	2,876 5 0
	1869-70,	1,950 15 9	129 1 0	630 0 0	31 1 9	7 10 5	24 0 8	3 10 0	1 9 1	2,678 0 8
	1868-69,	2,198 1 10	214 9 4	330 9 0	32 15 1	14 2 3	...	3 8 0	74 0 4	2,867 13 10
Total, ...	1871-72,	1 6 1	185 13 1	1,734 2 0	...	32 3 0	53 5 0	0 8 0	364 13 1	2,372 2 3
	1870-71,	6,214 11 4	398 3 6	5,834 8 5	205 3 6	145 15 6	153 2 10	2 13 4	556 6 1	13,511 0 6
	1869-70,	4,798 15 5	985 1 11	2,665 5 0	488 5 9	251 2 10	959 5 5	8 6 6	4,512 2 3	14,668 12 7
	1868-69,	6,357 9 1	1,990 14 3	1,197 13 0	445 3 4	482 13 8	91 12 1	5 14 11	82 13 6	10,654 13 10
CENTRAL PROVINCES. Sagar, ...	1871-72,	...	282 14 3	376 9 0	...	...	23 12 8	1 2 0	2 3 2	686 9 1
	1870-71,	3,581 3 8	658 4 8	1,164 4 6	1,490 4 0	11 9 6	129 15 6	17 3 5	660 0 0	7,712 13 3
	1869-70,	4,416 2 8	1,350 2 4	487 13 0	1,013 8 0	73 10 6	1,256 6 7	14 2 0	...	8,617 13 1
	1868-69,	15,050 10 8	10,523 12 2	246 14 0	...	10 8 0	15 3 10	69 10 0	18 3 6	29,534 14 4
Hoshangabad, ...	1871-72,	...	50 4 6	240 7 0	...	14 14 0	12 5 5	6 4 0	...	324 2 11
	1870-71,	1,679 6 1	63 14 1	759 2 6	...	27 0 0	0 10 10	32 12 0	300 6 6	2,863 4 0
	1869-70,	2,460 12 4	463 10 10	370 12 0	...	...	1,880 5 7	54 14 0	0 0 7	5,230 7 4
	1868-69,	1,265 1 6	989 7 5	142 14 0	...	...	9 10 10	32 12 0	1 8 0	2,441 5 9
Nagpur,...	1871-72,	...	12 0 2	309 11 0	...	...	17 14 0	38 2 0	...	377 11 2
	1870-71,	26 1 0	100 6 7	801 11 3	0 14 7	...	128 4 8	36 10 0	4 0 0	1,098 0 1
	1869-70,	382 12 0	125 7 1	581 0 9	...	4 0 0	809 12 10	93 2 0	9 0 0	2,005 2 8
	1868-69,	655 1 7	106 9 9	280 0	...	...	2,808 15 6	48 8 0	...	3,899 3 4
Raipur, ...	1871-72,	...	1,513 3 5	232 5 0	...	...	98 6 1	0 4 0	0 6 0	1,844 8 6
	1870-71,	4,097 6 3	1,586 8 4	644 7 5	...	...	264 0 11	0 14 0	10 0 0	6,603 4 11
	1869-70,	10,821 8 6	887 6 4	285 8 0	...	53 12 5	64 2 11	5 12 0	9 8 0	12,127 10 2
	1868-69,	6,147 4 1	375 12 7	105 13 0	...	9 5 3	161 4 0	7 4 0	1 8 0	6,808 2 11
Total, ...	1871-72,	...	1,858 6 4	1,159 0 0	...	14 14 0	152 6 2	45 12 0	2 9 2	3,232 15 8
	1870-71,	9,384 1 0	2,409 1 8	3,369 9 8	1,491 2 7	38 9 6	522 15 11	87 7 5	974 6 6	18,277 6 3
	1869-70,	18,081 3 6	2,826 10 7	1,725 1 9	1,013 8 0	134 6 11	4,010 11 11	167 14 0	18 8 7	27,981 1 3
	1868-69,	23,118 1 10	11,995 9 11	775 9 6	...	19 13 3	2,995 2 2	158 2 0	21 3 6	39,083 10 2
Total, Line,	1871-72,	453 9 0	2,620 2 6	4,828 15 0	...	241 10 6	205 11 2	46 4 0	1,23,735 7 9	1,32,132 1 11
	1870-71,	25,548 14 5	3,561 15 11	15,934 10 7	1,696 6 1	375 12 10	12,968 8 1	95 1 9	59,348 13 4	1,19,530 3 0
	1869-70,	29,583 5 0	5,017 10 1	6,088 14 9	1,552 11 2	529 15 3	4,999 4 8	176 4 0	5,020 11 11	52,968 12 10
	1868-69,	35,035 14 0	15,909 15 1	2,798 14 6	560 6 10	1,450 12 6	3,609 6 9	164 0 11	1,861 2 2	61,390 8 9
I. BRANCH. N.-W. P.,	1871-72,	...	137 10 1	569 0 8	...	...	...	7 0 0	45,230 14 5	45,944 9 2
	1870-71,	...	0 2 0	2,005 14 0	...	34 12 0	...	50 2 0	50,097 4 0	52,092 8 0
	1869-70,	64 7 1	98 7 0	1,290 5 0	...	...	...	...	39,490 14 6	40,944 1 7
	1868-69,	492 12 1	75 4 0	604 0 0	...	...	...	...	45,287 0 0	46,459 0 1
Oudh, ...	1871-72,	...	35 0 0	243 4 6	...	0 6 2	...	...	3,413 2 6	3,691 13 2
	1870-71,	701 7 0	5 5 0	813 5 1	...	2 3 0	...	30 8 0	3,420 0 0	4,972 12 1
	1869-70,	11 0 0	34 8 0	431 5 0	...	...	43 4 8	...	3,171 8 0	3,691 9 8
	1868-69,	...	15 0 0	212 7 0	...	...	148 7 10	...	2,363 8 0	2,739 6 10
Total, ...	1871-72,	...	172 10 1	812 5 2	...	0 6 2	...	7 0 0	48,644 0 11	49,636 6 4
	1870-71,	701 7 0	5 13 0	2,819 3 1	...	36 15 0	...	80 10 0	53,421 4 0	57,065 4 1
	1869-70,	75 7 1	132 15 0	1,721 10 0	...	...	43 4 8	...	42,662 6 6	44,635 11 3
	1868-69,	492 12 1	90 4 0	816 7 0	...	...	148 7 10	...	47,650 8 0	49,198 6 11
Grand Total,	1871-72,	453 9 0	2,792 12 7	5,641 10 2	...	342 0 8	205 11 2	53 4 0	1,72,379 8 8	1,81,768 8 3
	1870-71,	26,250 5 5	3,567 12 11	18,753 13 8	1,696 6 1	412 11 10	12,968 8 1	175 11 9	1,12,770 1 4	1,76,595 7 1
	1869-70,	29,658 12 1	5,150 9 1	7,810 8 9	1,552 11 2	529 15 3	5,024 9 4	176 4 0	47,683 2 5	97,604 8 1
	1868-69,	35,528 10 1	16,000 3 1	3,615 5 6	560 6 10	1,450 12 6	3,757 14 7	164 0 11	49,511 10 2	1,10,583 15 8
Berar, ...	1871-72,	21 1 2	25 10 0	207 8 0	...	...	9 10 5	24 4 5	1 0 0	289 2 0
	1870-71,	621 0 10	263 13 8	739 11 10	4 6 9	...	119 14 4	45 6 0	...	1,794 5 5
	1869-70,	1,320 0 6	93 5 11	353 14 6	...	...	1,686 15 0	59 4 0	4 0 0	3,517 7 11
	1868-69,	738 1 9	2 14 3	162 2 5	...	...	1,522 7 3	73 6 0	9 8 0	2,508 7 8

*One anna cess.

ANNEXURE III.

General Statement of Fixed and Contingent Charges of the Inland Customs Department for the year 1871-72, *as compared with three previous years.*

Division.		Years.	Fixed. Supervision. Assistant Commissioners, Collectors, and their Offices.	Fixed. Preventive. Patrols, Assistant Patrols, and Sub-Assistant Patrols.	Fixed. Preventive. Men.	Total of fixed.	Travelling Allowances.	Conveyance of Tents.
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Panjab.	Shahpur, ...	1871-72, ...	21,776 8 4	48,443 4 11	1,07,759 7 4	1,77,979 4 7	1,749 14 1	288 3 6
		1870-71, ...	28,520 3 9	55,503 6 5	81,505 14 4	1,65,529 8 6	870 8 11	244 7 10
		1869-70, ...	21,850 11 1	58,349 12 9	88,052 14 1	1,68,253 5 11	955 7 5	...
		1868-69, ...	21,926 9 8	57,618 7 5	90,943 9 2	1,70,488 10 3	827 8 4	...
	Multan, ...	1871-72, ...	10,688 14 1	23,651 14 8	46,622 14 7	80,963 11 4	1,042 4 0	267 7 6
		1870-71, ...	11,893 11 1	28,114 1 9	39,707 3 2	79,715 0 0	636 7 11	59 8 0
		1869-70, ...	11,641 0 11	29,086 13 4	41,393 11 1	82,121 9 4	...	...
		1868-69, ...	11,621 0 3	30,485 4 5	42,089 1 0	84,195 5 8	394 1 11	143 10 2
	Hissar, ...	1871-72, ...	13,948 13 7	41,195 6 9	1,15,277 15 4	1,70,422 3 8	852 7 6	91 13 11
		1870-71, ...	14,504 13 1	43,348 13 10	1,16,025 6 2	1,73,879 1 1	731 2 10	240 12 0
		1869-70, ...	22,647 0 6	45,894 8 4	1,27,158 15 10	1,95,700 8 8	739 8 2	175 3 0
		1868-69, ...	20,234 14 1	46,625 12 3	1,18,077 11 6	1,84,938 5 10	1,685 2 6	242 13 10
	Dehli, ...	1871-72, ...	16,012 7 3	35,938 2 9	97,543 2 11	1,49,493 12 11	749 3 4	83 12 6
		1870-71, ...	15,241 9 4	35,728 4 10	97,226 12 10	1,48,196 11 0	484 15 2	75 8 0
		1869-70, ...	16,902 4 4	40,834 3 5	1,11,353 7 10	1,69,089 15 7	669 14 4	227 1 9
		1868-69, ...	17,030 3 8	37,549 10 6	85,976 12 4	1,40,556 10 6	535 7 7	104 9 6
	Total, Panjab, ...	1871-72, ...	62,426 11 3	1,49,228 13 1	3,67,203 8 2	5,78,859 0 6	4,393 12 11	731 5 5
		1870-71, ...	70,160 5 3	1,62,694 10 10	3,34,465 4 6	5,67,320 4 7	2,723 2 10	620 3 10
		1869-70, ...	73,041 0 10	1,74,165 5 10	3,67,959 0 10	6,15,165 7 6	2,364 13 11	402 4 9
		1868-69, ...	70,812 11 8	1,72,279 2 7	3,37,087 2 0	5,80,179 0 3	3,442 4 4	491 7 6
N.-W. P.	Agra, ...	1871-72, ...	90,601 13 2	55,769 1 0	1,38,704 14 2	2,85,075 12 4	2,961 14 8	932 9 3
		1870-71, ...	1,02,356 1 3	55,162 10 0	1,39,125 4 4	2,96,643 15 7	2,011 8 5	...
		1869-70, ...	89,304 5 0	64,308 3 2	1,59,903 0 4	3,13,515 8 6	3,065 5 6	659 0 1
		1868-69, ...	82,303 0 11	56,008 14 8	1,36,194 15 3	2,74,506 14 10	3,023 3 2	215 15 9
	Jhansi, ...	1871-72, ...	12,490 10 3	37,227 1 1	1,26,880 12 6	1,76,598 7 10	551 0 10	58 0 0
		1870-71, ...	12,330 12 1	34,530 10 11	1,27,342 0 11	1,74,203 7 11	489 0 3	155 12 0
		1869-70, ...	13,015 4 8	36,687 14 9	1,43,687 6 9	1,93,390 10 2	129 1 4	56 7 3
		1868-69, ...	10,999 1 3	40,767 5 5	1,32,908 0 0	1,84,674 6 8	960 4 7	190 2 0
	Total, N.-W. P., ...	1871-72, ...	1,03,092 7 5	92,996 2 1	2,65,585 10 8	4,61,674 4 2	3,512 15 6	990 9 3
		1870-71, ...	1,14,686 13 4	89,693 4 11	2,66,467 5 3	4,70,847 7 6	2,500 8 8	155 12 0
		1869-70, ...	1,02,319 9 8	1,00,996 1 11	3,03,590 7 1	5,06,906 2 8	3,194 6 10	715 7 4
		1868-69, ...	93,302 2 2	96,776 4 1	2,69,102 15 3	4,59,181 5 6	3,983 7 9	406 1 9
Central Provinces.	Sagar, ...	1871-72, ...	14,760 13 1	27,787 13 1	77,135 15 4	1,19,684 9 6	256 13 3	226 11 10
		1870-71, ...	12,081 7 0	26,344 12 8	77,698 4 10	1,16,124 8 6	260 3 1	46 3 6
		1869-70, ...	11,506 3 10	26,909 3 3	89,926 0 11	1,28,341 8 0	1,178 8 4	304 14 8
		1868-69, ...	12,173 11 11	26,929 6 3	87,339 12 6	1,26,442 14 8	1,355 4 8	570 9 3
	Hoshangabad,	1871-72, ...	11,381 2 7	19,268 5 7	58,097 13 5	88,747 5 7	415 0 8	124 12 8
		1870-71, ...	10,241 14 3	18,521 5 6	57,950 9 7	86,713 13 4	569 9 2	216 1 1
		1869-70, ...	11,615 8 6	18,967 14 11	72,559 2 8	1,03,142 10 1	1,490 7 11	972 1 7
		1868-69, ...	9,751 8 8	17,644 14 9	55,116 2 0	82,512 9 5	702 7 6	8 6 0
	Nagpur, ...	1871-72, ...	7,728 9 9	24,293 14 8	42,547 12 3	74,570 4 8	1,035 7 2	300 0 9
		1870-71, ...	7,882 2 11	21,035 10 8	43,834 9 3	72,752 6 10	701 4 8	52 9 8
		1869-70, ...	11,286 6 4	35,191 12 7	91,722 8 7	1,38,200 11 6	2,715 0 8	275 14 0
		1868-69, ...	10,948 3 9	39,366 2 1	96,863 14 0	1,47,178 3 10	2,164 13 0	448 8 0
	Raipur, ...	1871-72, ...	11,501 12 0	18,209 5 0	56,478 11 11	86,189 12 11	828 9 3	370 15 4
		1870-71, ...	10,213 13 5	15,834 13 9	56,529 8 7	82,578 3 9	1,483 10 10	...
		1869-70, ...	10,166 4 8	13,512 1 10	38,514 1 4	62,192 7 10	529 7 6	19 0 0
		1868-69, ...	8,954 2 0	10,521 6 7	29,987 7 8	49,463 0 3	1,544 12 5	326 3 2
	Total, C. Provs., ...	1871-72, ...	45,372 5 5	89,559 6 4	2,34,260 4 11	3,69,192 0 8	2,535 14 4	1,022 8 7
		1870-71, ...	40,419 5 7	81,736 10 7	2,36,013 0 3	3,58,169 0 5	3,014 11 9	314 14 3
		1869-70, ...	44,574 7 4	94,581 0 7	2,92,721 13 6	4,31,877 5 5	5,913 8 5	1,571 14 3
		1868-69, ...	41,827 10 4	94,461 13 8	2,69,307 4 2	4,05,596 12 2	5,767 5 7	1,353 10 5
	Total Line, ...	1871-72, ...	2,10,891 8 1	3,31,784 5 6	8,67,049 7 9	14,09,725 5 4	10,442 10 9	2,744 7 3
		1870-71, ...	2,25,266 8 2	3,34,124 10 4	8,36,945 10 0	13,96,336 12 6	8,238 7 3	1,090 14 1
		1869-70, ...	2,19,935 1 10	3,69,742 8 4	9,64,271 5 5	15,53,948 15 7	11,472 13 2	2,689 10 4
		1868-69, ...	2,05,942 8 2	3,63,517 4 4	8,75,497 5 5	14,44,957 1 11	13,193 1 8	2,250 13 8

ANNEXURE

General Statement of Fixed and Contingent Charges of the Inland Customs

Divisions.	Years.	CONTINGENCIES AND — Printing Charges.	Pay of sick Peons in Hospital.	Rewards. — Seizer's share of confiscation, and double duty and rewards.	Rewards. — Half fines imposed on Smugglers.	Postage Labels.
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
PANJAB. — Shapur, ...	1871-72, ...	601 15 6	...	...	119 8 0	78 0 6
	1870-71, ...	639 7 1	...	43 3 9	41 14 0	37 0 0
	1869-70, ...	643 0 1	16 5 0	...	68 7 6	...
	1868-69, ...	672 10 3	20 13 0	...	127 15 7	...
PANJAB. — Multan, ...	1871-72, ...	266 9 5	...	...	...	31 12 6
	1870-71, ...	118 12 7	...	14 15 5	50 14 4	3 15 6
	1869-70, ...	189 8 2	...	225 3 7	...	5 3 0
	1868-69, ...	261 6 8	...	35 11 3	...	5 4 0
PANJAB. — Hissar, ...	1871-72, ...	414 10 4	1,103 3 2	...	829 5 0	80 0 0
	1870-71, ...	330 1 9	719 5 7	3,543 3 3	1,741 15 5	55 0 0
	1869-70, ...	462 12 8	986 10 4	2,659 6 4	738 2 0	66 0 0
	1868-69, ...	527 15 0	332 11 4	1,879 4 10	412 11 6	80 0 0
PANJAB. — Dehli, ...	1871-72, ...	409 6 2	302 6 8	452 2 11	282 0 0	125 0 0
	1870-71, ...	507 11 11	226 15 6	6,838 12 11	627 8 0	90 0 0
	1869-70, ...	305 6 3	323 6 7	3,222 15 6	654 8 0	150 0 0
	1868-69, ...	509 13 10	168 6 4	3,668 14 8	230 8 0	125 0 0
Total, Panjab, ...	1871-72, ...	1,692 9 5	1,405 9 10	452 2 11	1,230 13 0	314 13 0
	1870-71, ...	1,596 1 4	946 5 1	10,440 3 4	2,462 3 9	185 15 6
	1869-70, ...	1,600 11 2	1,326 5 11	6,107 9 5	1,461 1 6	221 3 0
	1868-69, ...	1,971 13 9	521 14 8	5,583 14 9	771 3 1	210 4 0
N. W. P. — Agra, ...	1871-72, ...	868 4 0	240 7 6	...	307 0 0	315 0 0
	1870-71, ...	420 2 2	278 2 11	4,967 6 6	988 10 0	759 8 0
	1869-70, ...	407 14 0	306 0 4	2,852 15 8	584 8 6	96 0 0
	1868-69, ...	493 15 9	107 13 0	4,164 4 3	412 4 3	83 5 0
N. W. P. — Jhansi, ...	1871-72, ...	9 4 0	737 0 4	...	516 8 0	191 0 0
	1870-71, ...	...	434 12 5	1,247 4 10	216 0 0	370 0 0
	1869-70, ...	...	321 12 1	1,973 7 9	648 14 0	748 7 0
	1868-69, ...	...	348 5 5	2,285 1 10	885 12 0	1,380 0 0
Total, N.-W. Provinces,...	1871-72, ...	877 8 0	977 7 10	...	823 8 0	506 0 0
	1870-71, ...	420 2 2	712 15 4	6,214 11 4	1,204 10 0	1,129 8 0
	1869-70, ...	407 14 0	627 12 5	4,826 7 5	1,233 6 0	844 7 0
	1868-69, ...	493 15 9	456 2 5	6,396 6 1	1,298 0 3	1,413 5 0
CENTRAL PROVINCES. — Sagar, ...	1871-72, ...	...	857 10 3	...	369 4 5	750 0 0
	1870-71, ...	212 11 8	662 4 10	3,581 3 8	1,515 4 0	370 0 0
	1869-70, ...	...	1,406 9 11	4,416 2 8	3,128 14 0	510 0 0
	1868-69, ...	7 1 0	660 5 9	15,153 10 8	840 4 0	76 0 0
CENTRAL PROVINCES. — Hoshangabad, ...	1871-72, ...	...	627 4 4	...	500 8 0	332 4 0
	1870-71, ...	...	954 7 10	1,845 7 8	197 3 4	381 9 0
	1869-70, ...	...	1,150 13 11	2,160 9 10	273 3 10	28 0 0
	1868-69, ...	...	212 10 6	1,327 1 6	357 7 1	50 0 0
CENTRAL PROVINCES. — Nagpur, ...	1871-72, ...	...	283 1 7	...	120 8 11	823 4 0
	1870-71, ...	...	278 1 0	348 12 5	43 6 0	930 0 0
	1869-70, ...	179 12 11	530 2 11	437 1 8	60 4 0	1,212 3 6
	1868-69, ...	979 9 6	417 10 5	824 12 10	96 0 0	431 1 0
CENTRAL PROVINCES. — Raipur, ...	1871-72, ...	...	...	...	489 10 8	922 6 0
	1870-71, ...	...	196 13 1	4,151 9 0	440 10 0	825 15 0
	1869-70, ...	...	82 14 3	10,821 8 6	714 11 9	400 0 0
	1868-69, ...	...	121 7 4	6,273 4 1	525 2 0	4 0 0
Total, Central Provinces,	1871-72, ...	...	1,768 0 2	...	1,480 0 0	2,227 14 0
	1870-71, ...	212 11 8	2,091 10 9	9,927 0 9	2,196 7 4	2,507 8 0
	1869-70, ...	179 12 11	3,170 9 0	17,835 6 8	4,177 1 7	2,150 3 6
	1868-69, ...	986 10 6	1,412 2 0	23,578 13 1	1,818 13 1	561 1 0
Total, Line, ...	1871-72, ...	2,570 1 5	4,151 1 10	452 2 11	3,534 5 0	3,048 11 0
	1870-71, ...	2,228 15 2	3,750 15 2	26,581 15 5	5,863 5 1	3,822 15 6
	1869-70, ...	2,188 6 1	5,124 11 4	28,769 7 6	6,871 9 1	3,215 13 6
	1868-69, ...	3,452 8 0	2,390 3 1	35,559 1 11	3,888 0 5	2,184 10 0

III.

Department for the year 1871-72, *as compared with three previous years.*

MISCELLANEOUS.

Extra servants, including hot weather servants.	House-rent.	Fixed Stationery.	Petty construction and repairs to Buildings.	Excavation of Salt.	Miscellaneous.	Total Contingencies.	Grand Total.
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
129 5 7	...	924 0 0	17,069 0 0	50,225 13 9	11,724 4 1	82,910 1 0	2,60,889 5 7
105 1 5	316 2 0	919 0 6	11,217 0 0	27,765 3 5	1,272 4 10	43,471 5 9	2,09,000 14 3
126 15 11	600 0 0	...	3,878 0 0	50,908 8 5	828 1 10	58,024 14 2	2,26,278 4 1
130 14 10	952 4 1	...	6,824 0 0	52,661 14 6	1,016 13 11	63,234 14 6	2,33,723 8 9
161 5 0	320 0 0	390 9 5	1,480 5 0	...	867 5 10	4,827 10 8	85,791 6 0
105 0 10	33 6 2	303 0 11	1,709 7 3	...	383 14 0	3,419 6 11	83,134 6 11
169 6 9	445 5 0	...	4,378 7 9	...	316 13 5	5,729 15 8	87,851 9 0
158 1 11	...	...	2,598 13 3	...	485 14 11	4,083 0 1	88,278 5 9
91 15 9	194 1 6	342 0 0	2,984 6 7	...	1,715 15 6	8,699 15 3	1,79,122 2 11
118 10 7	459 12 0	349 0 0	3,342 6 6	...	3,153 11 4	14,785 1 3	1,88,664 2 4
474 5 10	566 1 8	...	1,272 0 6	...	2,347 5 6	10,487 8 0	2,06,188 0 8
588 1 11	396 8 0	...	5,537 2 8	...	5,038 9 5	16,721 1 0	2,01,659 6 10
88 12 7	...	324 0 0	3,000 0 0	...	1,218 3 9	7,034 15 11	1,56,528 12 10
126 2 11	...	330 4 0	3,006 14 4	...	1,294 15 2	13,609 11 11	1,61,806 6 11
118 0 11	...	...	2,229 7 0	...	1,963 3 6	9,863 15 10	1,78,953 15 5
182 5 9	41 8 9	...	5,160 15 9	...	3,396 12 6	14,124 6 8	1,54,681 1 2
471 6 11	514 1 6	1,980 9 5	24,533 11 7	50,225 13 9	15,525 13 2	1,03,472 10 10	6,82,331 11 4
454 15 9	809 4 2	1,901 5 5	19,275 12 1	27,765 3 5	6,104 13 4	75,285 9 10	6,42,605 14 5
888 13 5	1,611 6 8	...	11,757 15 3	50,908 8 5	5,455 8 3	84,106 5 8	6,99,271 13 2
1,059 8 5	1,390 4 10	...	20,120 15 8	52,661 14 6	9,938 2 9	98,163 6 3	6,78,342 6 6
521 9 0	956 0 0	576 10 0	2,095 7 4	...	2,465 0 11	12,239 14 8	2,97,315 11 0
554 12 5	1,200 0 0	528 0 0	2,058 13 8	...	2,687 6 10	16,454 6 11	3,13,098 6 6
776 6 9	1,625 12 10	...	4,551 0 0	...	5,768 12 0	20,693 11 2	3,34,209 3 8
707 0 0	1,625 9 11	...	9,357 7 0	...	5,756 8 3	25,944 6 4	3,00,451 5 2
171 14 9	19 5 9	660 0 0	790 8 0	...	514 11 9	4,219 5 5	1,80,817 13 3
176 6 0	19 5 9	688 8 0	1,450 10 0	...	1,380 11 8	6,628 6 11	1,80,831 14 10
345 13 8	947 0 2	...	1,661 6 8	...	1,966 1 6	8,798 7 5	2,02,189 1 7
343 2 0	15 0 0	...	3,947 8 0	...	702 13 1	10,958 0 11	1,95,632 7 7
693 7 9	975 5 9	1,236 10 0	2,885 15 4	...	2,979 12 8	16,459 4 1	4,78,133 8 3
731 2 5	1,219 5 9	1,216 8 0	3,509 7 8	...	4,068 2 6	23,082 13 10	4,93,930 5 4
1,122 4 5	2,572 13 0	...	6,212 6 8	...	7,734 13 6	29,492 2 7	5,36,398 5 3
1,050 2 0	1,640 9 11	...	13,304 15 0	...	6,459 5 4	36,902 7 3	4,96,083 12 9
260 15 6	1,942 5 9	516 0 0	939 12 3	...	3,567 9 7	9,087 2 10	1,28,771 12 4
106 10 9	2,206 12 6	534 2 11	559 8 0	...	8,242 4 7	18,297 5 6	1,34,421 14 0
240 10 7	2,614 4 6	...	298 2 6	...	1,885 3 1	15,983 6 3	1,44,324 14 3
260 0 0	2,674 1 5	...	7,886 0 0	...	3,551 15 9	33,035 4 6	1,59,478 3 2
91 11 10	2,204 4 2	324 0 0	1 2 10	...	670 15 6	5,292 0 0	94,039 5 7
106 2 3	1,921 14 3	334 4 5	...	...	1,150 12 9	7,677 7 9	94,391 5 1
78 0 0	2,449 12 1	...	...	...	2,084 1 8	10,687 2 10	1,13,829 12 11
106 9 0	2,637 0 0	...	140 0 0	...	4,460 11 11	10,002 5 6	92,514 14 11
57 11 7	3,342 11 9	453 0 9	68 14 5	...	444 1 3	6,928 14 2	81,499 2 10
73 13 10	3,237 5 9	440 14 11	32 6 6	...	604 13 11	6,743 8 8	79,495 15 6
100 8 7	5,929 12 9	...	...	...	2,316 5 5	13,757 2 5	1,51,957 13 11
68 10 5	6,058 8 5	...	687 13 4	...	6,398 14 2	18,576 5 1	1,65,754 8 11
93 4 7	2,791 14 11	382 0 0	...	...	1,038 5 2	6,917 1 11	93,106 14 10
94 0 0	2,697 2 3	600 0 0	...	...	447 6 3	10,937 2 5	93,515 6 2
75 11 4	2,140 5 6	...	...	...	1,724 12 11	16,508 7 9	78,700 15 7
167 2 7	2,213 13 0	...	...	...	3,571 0 10	14,746 13 5	64,209 13 8
503 11 6	10,281 4 7	1,675 0 9	1,009 13 6	...	5,720 15 6	28,225 2 11	3,97,417 3 7
380 10 10	10,063 2 9	1,909 6 3	591 14 6	...	10,445 5 6	43,655 8 4	4,01,824 8 9
494 14 6	13,134 2 10	...	298 2 6	...	8,010 7 1	56,936 3 3	4,88,813 8 8
602 6 0	13,583 6 10	...	8,713 13 4	...	17,982 10 8	76,360 12 6	4,81,957 8 8
1,668 10 2	11,770 11 10	4,899 4 2	28,429 8 5	50,225 13 9	24,226 9 4	1,48,157 1 10	15,57,882 7 2
1,566 13 0	12,091 12 8	5,027 3 8	23,377 2 3	27,765 3 5	20,618 5 4	1,42,024 0 0	15,38,360 12 6
2,506 0 4	17,318 6 6	...	18,268 8 5	50,908 8 5	21,200 12 10	1,70,534 11 6	17,24,483 11 1
2,712 0 5	16,614 5 7	...	42,139 12 0	52,661 14 6	34,380 2 9	2,11,426 10 0	16,56,383 11 11

ANNEXURE III.

ANNEXURE

General Statement of Fixed and Contingent Charges of the Inland Customs

Division.	Years.	FIXED.				CONTINGENCIES AND	
		Supervision.	Preventive.				
		Assistant Commissioners, Collectors, and their Offices.	Patrols, Assistant Patrols, and Sub-Assistant Patrols.	Men.	Total of fixed.	Travelling Allowances.	Conveyance of Tents.
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Internal, N.-W. P.,	1871-72, ...	9,943 9 7	62,895 8 8	80,783 12 7	1,53,622 14 10	2,168 7 4	1,762 0 1
	1870-71, ...	9,668 1 11	63,948 2 1	80,026 10 8	1,53,642 14 8	3,026 14 10	2,502 5 0
	1869-70, ...	26,877 5 11	63,004 6 11	94,216 7 9	1,84,098 4 7	3,152 14 11	1,968 0 1
	1868-69, ...	23,304 15 4	65,655 15 4	71,298 0 4	1,60,258 15 0	1,679 1 10	1,380 5 5
Internal, Oudh, ...	1871-72, ...	11,021 10 8	22,175 15 7	25,855 7 0	59,053 1 3	1,198 12 6	928 4 0
	1870-71, ...	10,765 2 4	21,468 15 6	24,566 5 4	56,800 7 2	2,253 12 10	611 15 10
	1869-70, ...	10,896 13 5	23,891 0 9	23,202 6 10	57,990 5 0	2,197 10 4	606 15 3
	1868-69, ...	9,123 10 8	22,838 1 7	19,478 12 5	51,440 8 8	2,240 15 9	477 11 6
Total, Internal, ...	1871-72, ...	20,965 4 3	85,071 8 3	1,06,639 3 7	2,12,676 0 1	3,817 3 10	2,690 4 1
	1870-71, ...	20,433 4 3	85,417 1 7	1,04,593 0 0	2,10,443 5 10	5,280 11 8	3,114 4 10
	1869-70, ...	37,774 3 4	86,895 7 8	1,17,418 14 7	2,42,088 9 7	5,350 9 3	2,574 15 4
	1868-69, ...	32,428 10 0	88,494 0 11	90,776 12 9	2,11,699 7 8	3,920 1 7	1,858 0 11
Grand Total, ...	1871-72, ...	2,31,856 12 4	4,16,855 13 9	9,73,688 11 4	16,22,401 15 5	14,259 14 7	5,434 11 4
	1870-71, ...	2,45,699 12 5	4,19,541 11 11	9,41,538 10 0	16,06,780 2 4	13,519 2 11	4,205 2 11
	1869-70, ...	2,57,709 5 2	4,56,638 0 0	10,81,690 4 0	17,96,037 9 2	16,823 6 5	5,264 9 8
	1868-69, ...	2,38,371 2 2	4,52,011 5 3	9,66,274 2 2	16,56,656 9 7	17,113 3 3	4,108 14 7
Berar, ...	1871-72, ...	7,728 9 9	24,293 14 8	42,547 12 3	74,570 4 8	1,035 7 2	300 0 9
	1870-71, ...	7,882 2 11	21,035 10 8	43,834 9 4	72,752 6 11	701 4 8	52 9 8
	1869-70, ...	3,929 0 6	21,874 2 4	92,986 11 7	1,81,789 14 5	1,373 13 3	358 15 8
	1868-69, ...	4,595 7 4	20,454 14 0	94,544 4 0	1,91,594 9 4	1,011 4 10	...
Sambar Lake,	1871-72, ...	20,229 8 8	19,154 8 1	29,132 10 2	68,156 10 11	922 1 9	...
	1870-71, ...	16,268 4 4	13,196 10 3	21,875 2 9	51,340 1 4	663 6 4	63 1 8
Mullowna, ...	1871-72, ...	...	...	326 13 5	326 13 5	...	...
	1870-71, ...	480 15 5	2,451 9 3	5,111 10 0	8,044 2 8	21 7 3	...
Karour, ...	1871-72, ...	...	...	...	...	...	...
	1870-71, ...	562 3 5	2,418 0 6	2,226 9 3	5,206 13 2	51 14 6	...
Shahpur Tramway,	1871-72, ...	5,500 0 0	...	...	5,500 0 0	282 10 0	...
	1870-71, ...	2,000 0 0	...	...	2,000 0 0	157 2 6	...
Mandi Mines, ...	1871-72, ...	...	5,920 0 0	2,104 2 7	8,024 2 7	...	...
	1870-71, ...	...	1,769 3 6	412 11 7	2,181 15 1	223 2 9	...

III.

Department for the year 1871-72 *as compared with three previous years.*

MISCELLANEOUS.

Printing charges.	Pay of sick Peons in Hospital.	Rewards. Seizers' share of confiscation, and double duty and rewards.	Rewards. Half fines imposed on smugglers.	Postage Labels.	Extra servants, including hot weather servants.	House-rent.	Fixed Stationery.
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
...	211 5 3	...	3,702 0 8	1,444 5 4	70 0 0	586 0 1	1,058 5 2
...	262 3 3	...	3,333 11 6	1,260 0 0	87 11 1	613 15 11	1,100 5 0
...	163 9 9	...	4,098 13 2	2,076 7 0	114 15 2	915 2 3	...
...	51 12 2	...	1,270 15 2	2,943 9 0	...	930 0 0	...
...	39 0 2	...	950 3 9	347 5 0	66 10 4	960 0 0	343 7 0
...	33 7 10	...	1,388 0 0	501 8 0	49 0 0	1,200 10 4	342 10 7
...	14 5 7	...	952 5 3	584 8 0	...	...	...
194 5 10	...	...	512 11 5	698 4 0	...	...	...
...	250 5 5	...	4,652 4 5	1,791 10 4	136 10 4	1,546 0 1	1,401 12 2
...	295 11 1	...	4,671 11 6	1,761 8 0	136 11 1	1,814 10 3	1,442 15 7
...	177 15 4	...	5,051 2 5	2,660 15 0	114 15 2	915 2 3	...
194 5 10	51 12 2	...	1,783 10 7	3,641 13 0	...	930 0 0	...
2,570 1 5	4,401 7 3	452 2 11	8,186 9 5	4,840 5 4	1,805 4 6	13,316 11 11	6,294 0 4
2,228 15 2	4,046 10 3	26,581 15 5	10,535 0 7	5,584 7 6	1,703 8 1	13,906 6 11	6,470 3 3
2,188 6 1	5,302 10 8	28,769 7 6	11,922 11 6	5,876 12 6	2,620 15 6	18,233 8 9	...
3,646 13 10	2,441 15 3	35,559 1 11	5,671 11 0	5,826 7 0	2,712 0 5	17,544 5 7	...
...	283 1 7	...	120 8 11	823 4 0	57 11 7	3,342 11 9	453 0 9
...	278 1 0	348 12 5	43 6 0	930 0 0	73 13 11	3,237 5 9	440 14 10
...	370 8 6	1,606 12 0	...	922 4 0	1,121 9 3	2,852 4 4	...
71 8 9	238 7 5	681 1 5	139 0 0	302 0 0	1,740 12 9	2,877 0 11	...
...	...	...	...	100 0 0	75 8 1	7,60,000 0 0	*123 8 3
...	...	...	...	...	61 9 8	3,26,666 10 8	*...
...	...	...	...	...	...	...	..
110 0 0	...	...	...	12 0 0	9 10 9	...	...
...	...	...	...	...	6 0 0	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	2 11 0	...	...	...
...	...	...	...	...	3 0 0	...	47 14 3
...	...	...	...	...	...	...	...

* Including the following charges on account of Central Office,

	Fixed charges.	Contingencies and Miscellaneous.	Sámbar.	* Treaty Dues.
1871-72,	... 72,860	5,777		
1870-71,	... 81,204	3,757		
1869-70,	... 55,759	3,955		
1868-69,	... 51,345	5,547		

ANNEXURE III.—(*concluded.*)

General Statement of Fixed and Contingent Charges of the Inland Customs Department for the year 1871-72 *as compared with three previous years.*

Divisions.	Years.	Contingencies and Miscellaneous.				Grand Total.
		Petty construction and repairs to Buildings.	Excavation of Salt.	Miscellaneous.	Total Contingencies.	
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Internal, N.-W. P., ...	1871-72, ...	...	...	2,054 4 9	13,506 12 8	1,67,129 11 6
	1870-71, ...	...	...	2,597 5 7	14,784 8 2	1,68,427 6 10
	1869-70, ...	...	...	2,835 6 2	15,325 4 6	1,99,423 9 1
	1868-69, ...	...	...	9,938 6 0	18,194 1 7	1,78,453 0 7
Internal, Oudh, ...	1871-72, ...	...	...	590 10 10	5,424 5 7	64,477 6 10
	1870-71, ...	...	...	266 11 10	6,597 13 3	63,398 4 5
	1869-70, ...	...	...	4,374 3 0	8,729 15 5	66,720 4 5
	1868-69, ...	...	...	1,116 9 10	5,240 10 4	56,681 3 0
Total, Internal, ...	1871-72, ...	...	...	2,644 15 7	18,931 2 3	2,31,607 2 4
	1870-71, ...	...	...	2,864 1 5	21,382 5 5	2,31,825 11 3
	1869-70, ...	...	...	7,209 9 2	24,055 3 11	2,66,143 13 6
	1868-69, ...	...	...	11,054 15 10	23,434 11 11	2,35,134 3 7
Grand Total, ...	1871-72, ...	28,429 8 5	50,225 13 9	26,871 8 11	1,67,088 4 1	17,89,489 9 6
	1870-71, ...	23,377 2 3	27,765 3 5	23,482 6 9	1,63,406 5 5	17,70,186 7 9
	1869-70, ...	18,268 8 5	50,908 8 5	28,410 6 0	1,94,589 15 5	19,90,627 8 7
	1868-69, ...	42,139 12 0	52,661 14 6	45,435 2 7	2,34,861 5 11	18,91,517 15 6
Berar, ...	1871-72, ...	68 14 5	...	444 1 3	6,928 14 2	81,499 2 10
	1870-71, ...	32 6 6	...	604 13 11	6,743 8 8	79,495 15 7
	1869-70, ...	...	...	670 7 5	9,276 10 5	1,28,066 8 10
	1868-69, ...	235 7 8	...	7,891 14 10	15,188 10 7	1,34,783 3 11
Sambar Lake, ...	1871-72, ...	575 13 7	‡29,703 10 7	709 0 7	7,92,209 10 10	8,60,726 5 9
	1870-71, ...	461 3 2	†34,793 9 2	3,573 13 9	3,66,283 6 5	4,17,623 7 9
Mullowna, ...	1871-72, ...	...	...	90 8 9	90 8 9	417 6 2
	1870-71, ...	6,539 3 0	...	246 6 7	6,938 11 7	14,982 14 3
Karour, ...	1871-72, ...	...	...	...	6 0 0	6 0 0
	1870-71, ...	7,065 12 1	...	332 5 4	7,449 15 11	12,656 13 1
Shahpur Tramway, ...	1871-72, ...	43,223 5 7	...	54 2 6	43,560 2 1	49,060 2 1
	1870-71, ...	10,000 0 0	...	167 11 6	10,327 9 0	12,327 9 0
Mandi Mines, ...	1871-72, ...	...	...	5 8 0	56 6 3	8,080 8 10
	1870-71, ...	...	...	14 0 0	237 2 9	2,419 1 10

‡ Sámbar. † Manufacture of salt.

ANNEXURE IV.

General Statement of Gross Collections and Charges of the Inland Customs Department for the year 1871-72 *as compared with three previous years.*

Division.	Years.	Gross Collections. Rs. a. p.	Charges. Rs. a. p.	Net Revenue. Rs. a. p.	Percentage on charges on Gross Realization.	Remarks.
PANJAB. Shahpur, ...	1871-72, ...	38,82,819 7 0	2,60,889 0 7	36,21,930 6 5	6·72	
	1870-71, ...	36,88,396 14 9	2,09,600 14 3	34,79,396 0 6	5·66	
	1869-70, ...	44,92,538 13 5	2,26,278 4 1	42,66,260 9 4	5·03	
	1868-69, ...	37,82,935 5 6	2,33,723 8 9	35,49,211 12 9	6·15	
Multan,	1871-72, ...	96,391 5 0	85,791 6 0	10,599 15 0	88·99	
	1870-71, ...	16,537 14 7	83,134 6 11	—66,596 8 4	502·68	
	1869-70, ...	12,368 0 0	87,851 9 0	—75,483 9 0	710·37	
	1868-69, ...	18,915 0 0	88,278 5 9	—69,363 5 9	466·7	
Hissar, ...	1871-72, ...	21,52,602 15 3	1,79,122 2 11	19,73,480 12 4	8·32	
	1870-71, ...	20,37,632 5 3	1,88,664 2 4	18,48,968 2 11	9·25	
	1869-70, ...	19,99,641 8 7	2,06,188 0 8	17,93,453 7 11	10·31	
	1868 69, ...	18,01,840 5 6	2,01,659 6 10	16,00,180 14 8	11·19	
Delhi, ...	1871-72, ...	26,83,356 4 7	1,56,528 12 10	25,26,827 7 9	5·83	
	1870-71, ...	33,49,489 8 4	1,61,806 6 11	31,87,683 1 5	4·83	
	1869-70, ...	32,69,998 11 7	1,78,953 15 5	30,91,044 12 2	5·46	
	1868-69, ...	30,55,711 5 6	1,54,681 1 2	29,01,030 4 4	5·06	
Total, ...	1871-72, ...	88,15,169 15 10	6,82,331 6 4	81,32,838 9 6	7·74	
	1870-71, ...	90,92,056 10 11	6,42,605 14 5	84,49,450 12 6	7·06	
	1869-70, ...	97,74,547 1 7	6,99,271 13 2	90,75,275 4 5	7·15	
	1868-69, ...	86,59,402 0 6	6,78,342 6 6	79,81,059 10 0	7·83	
N.-W. P. Agra, ...	1871-72, ...	44,89,739 9 0	2,97,315 11 0	41,92,423 14 0	6·62	
	1870-71, ...	44,87,894 14 4	3,13,098 6 6	41,74,796 7 10	6·93	
	1869-70, ...	49,92,033 3 4	3,34,209 3 8	46,57,823 15 8	6·05	
	1868-69, ...	49,03,480 13 7	3,00,451 5 2	46,03,029 8 5	6·72	
Jhansi, ...	1871-72, ...	3,15,749 3 5	1,80,817 13 3	1,34,931 6 2	57·20	
	1870-71, ...	2,44,887 15 4	1,80,831 14 10	64,056 0 6	73·89	
	1869-70, ...	1,46,996 4 5	2,02,189 1 7	—55,192 13 2	137·54	
	1868-69, ...	3,13,962 13 8	1,95,632 7 7	1,18,330 6 1	62·30	
Total, N.-W. P., ...	1871-72, ...	48,05,488 12 5	4,78,133 8 3	43,27,355 4 2	9·95	
	1870-71, ...	47,32,782 13 8	4,93,930 5 4	42,38,852 8 4	10·44	
	1869-70, ..	51,39,029 7 9	5,36,398 5 3	46,02,631 2 6	10·43	
	1868-69, ...	52,17,443 11 3	4,96,083 12 9	47,21,359 14 6	8·5	
CENTRAL PROVINCES. Sagar, ...	1871-72, ...	4,10,136 7 10	1,28,771 12 4	2,81,364 11 6	31·31	
	1870-71, ...	3,66,642 7 0	1,34,421 14 0	2,32,220 9 0	36·66	
	1869-70, ...	2,99,838 4 11	1,44,324 14 3	1,55,513 6 8	48·13	
	1868-69, ...	5,41,788 4 3	1,59,478 3 2	3,82,310 1 1	28·37	
Hoshangabad,	1871-72, ...	1,20,494 13 8	94,039 5 7	26,455 8 1	78·04	
	1870-71, ...	1,11,544 6 4	94,391 5 1	17,153 1 3	84·62	
	1869-70, ...	93,342 6 10	1,13,829 12 11	—20,487 6 1	121·95	
	1868-69, ...	1,06,151 5 5	92,514 14 11	13,636 6 6	87·15	
Nagpur, ...	1871-72, ...	7,12,592 14 6	81,499 2 10	6,31,093 11 8	11·43	
	1870-71, ...	7,22,339 6 8	79,495 15 6	6,42,843 7 2	11·	
	1869-70, ...	7,02,834 13 0	1,51,957 13 11	5,50,876 15 1	21·62	
	1868-69, ...	6,99,651 6 9	1,65,754 8 11	5,33,896 13 10	23·69	
Raipur, ...	1871-72, ...	1,22,251 6 5	93,106 14 10	29,144 7 7	76·16	
	1870-71, ...	1,14,244 11 4	93,515 6 2	20,729 5 2	81·85	
	1869-70, ...	1,59,137 12 8	78,700 15 7	80,436 13 1	49·45	
	1868-69, ...	2,09,680 1 8	64,209 13 8	1,45,470 4 0	30·62	
Total, ...	1871-72, ...	13,65,475 10 5	3,97,417 3 7	9,68,058 6 10	21·78	
	1870-71, ...	13,14,770 15 4	4,01,824 8 9	9,12,946 6 7	30·56	
	1869-70, ...	12,55,153 5 5	4,88,813 8 8	7,66,339 12 9	38·94	
	1868-69, ...	15,57,271 2 1	4,81,957 8 8	10,75,313 9 5	30·95	
Total Lines and Mines.	1871-72, ...	1,49,86,134 6 8	15,57,882 2 2	1,34,28,252 4 6	10·39	
	1870-71, ...	1,51,39,610 7 11	15,38,360 12 6	1,36,01,249 11 5	10·16	
	1869-70, ...	1,61,68,729 14 9	17,24,483 11 1	1,44,44,246 3 8	10·66	
	1868-69, ...	1,54,34,116 13 10	16,56,383 11 11	1,37,77,733 1 11	10·59	

ANNEXURE IV.—(*concluded.*)

General Statement of Gross Collections and Charges of the Inland Customs Department for the year 1871-72 *as compared with three previous years.*

Division.	Years.	Gross Collections.	Charges.	Net Revenue.	Percentage on Charges on Gross Realization.	Remarks.
		Rs. a. p.	Rs. a. p.	Rs. a. p.		
N.-W.P. Internal, ...	1871-72, ...	99,724 15 9	1,67,129 11 6	—67,404 11 9	167·59	
	1870-71, ...	1,02,956 15 3	1,68,427 6 10	—65,470 7 7	163·41	
	1869-70, ...	85,753 11 1	1,99,423 9 1	—1,13,669 14 0	232·55	
	1868-69, ...	81,294 0 6	1,78,453 0 7	—97,159 0 1	219·51	
OUDH. Internal, ...	1871-72, ...	12,580 8 2	64,477 6 10	—51,896 14 8	512·53	
	1870-71, ...	13,934 1 9	63,398 4 5	49,464 2 8	454·98	
	1869-70, ...	12,537 1 9	66,720 4 5	—54,183 2 8	532·18	
	1868-69, ...	11,516 0 8	56,681 3 0	—45,165 2 4	492·19	
Total Internal,	1871-72, ...	1,12,305 7 11	2,31,607 2 4	—1,19,301 10 5	206·23	
	1870-71, ...	1,16,891 1 0	2,31,825 11 3	—1,14,934 10 3	198·14	
	1869-70, ...	98,290 12 10	2,66,143 13 6	—1,67,853 0 8	270·77	
	1868-69, ...	92,810 1 2	2,35,134 3 7	—1,42,324 2 5	253·35	
Total Lines and Internal.	1871-72, ...	1,50,98,439 14 7	17,89,489 4 6	1,33,08,950 10 1	11·85	
	1870-71, ...	1,52,56,501 8 11	17,70,186 7 9	1,34,86,315 1 2	11·6	
	1869-70, ...	1,62,67,020 11 7	19,90,627 8 7	1,42,76,393 3 0	12·23	
	1868-69, ...	1,55,26,926 15 0	18,91,517 15 6	1,36,35,408 15 6	12·17	
LOCAL WORKS. Mullowna in Oudh.	1871-72, ...	28,738 3 0	417 6 2	28,320 12 10	1·45	
	1870-71, ...	44,375 14 9	14,982 14 1	29,393 0 8	33·76	
Karour,	1871-72, ...	...	6 0 0	—6 0 0	6·	
	1870-71, ...	2,663 8 3	12,656 13 1	—9,993 4 10	475·11	
Total, Local Works.	1871-72, ...	28,738 3 0	423 6 2	28,314 12 10	1·47	
	1870-71, ...	47,039 7 0	27,639 11 2	19,399 11 10	63·01	
Grand Total, ...	1871-72, ...	1,51,27,178 1 7	17,89,912 10 8	1,33,37,265 6 11	11·83	
	1870-71, ...	1,53,03,540 15 11	17,97,826 2 11	1,35,05,714 13 0	11·09	
	1869-70, ...	1,62,67,020 11 7	19,90,627 8 7	1,42,76,393 3 0	12·23	
	1868-69, ...	1,55,26,926 15 0	18,91,517 15 6	1,36,35,408 15 6	12·18	
Berar, ...	1871-72, ...	2,95,930 10 9	81,499 2 10	2,14,431 7 11	27·54	
	1870-71, ...	2,70,200 14 11	79,495 15 7	1,90,704 15 4	29·42	
	1869-70, ...	3,18,525 13 3	1,28,066 8 10	1,90,459 4 5	40·20	
	1868-69, ...	3,02,801 0 2	1,34,783 3 11	1,68,017 12 3	44·51	

ANNEXURE V.

Statement showing the details of Receipts of the Panjab Mines (exclusive of those of Kohat) from 1849-50 *to* 1871-72, *as also the amount of Expenditure incurred, and percentage of Cost to Income in each year.*

Years.	Mayo Mines.		Muckrach Mines.		Surdi Mine.		Wurcha Mine.		Kalabagh Mine.		Total.		Miscellaneous.	Grand Total.	Expenditure.	Percentage of Expenditure to Gross Receipts.
	Quantity.	Revenue.	Quantity.	Revenue.	Quantity.	Revenue.	Quantity.	Revenue.	Quantity.	Revenue.	Quantity.	Revenue.				
	Maunds.	Rs.	Maunds.	Rs.	Maunds.	Rs.	Maunds.	Rs.	Maunds.	Rs.	Maunds.	Rs.		Rs.	Rs.	
1849-50, ...	209,824	4,21,477	98,601	1,97,914	11,384	22,999	21,752	43,784	6,340	12,719	347,901	6,98,893 1,07,907	186 ...	8,06,986	35,069	4·34
1850-51, ...	463,443	9,26,886	146,528	2,93,056	42,594	85,189	36,388	72,776	79,750	1,59,499	768,703	15,37,406	354	15,37,760	1,21,352	7·88
1851-52, ...	384,247	7,68,494	131,783	2,63,566	19,632	39,264	39,706	79,412	65,280	1,30,560	640,648	12,81,296	5,460	12,86,756	1,55,597	12·09
1852-53, ...	592,149	11,84,299	123,209	2,46,417	20,579	41,158	29,207	58,414	74,964	1,53,928	840,108	16,84,216	1,530	16,85,746	1,32,283	7·84
1853-54, ...	643,753	12,87,507	177,212	3,54,423	24,165	48,331	27,224	54,448	102,913	2,05,826	975,267	19,50,535	1,415	19,51,950	1,48,278	7·59
1854-55, ...	753,010	15,06,020	118,693	3,37,387	27,032	54,064	39,623	79,247	108,670	2,17,339	1,047,028	20,94,057	1,217	20,95,274	1,67,020	7·98
1855-56, ...	712,990	14,25,980	88,610	1,77,219	16,176	32,353	44,018	88,037	104,666	2,08,131	965,860	19,31,720	1,803	19,33,523	1,56,738	8·11
1856-57, ...	683,301	13,66,603	81,771	1,63,543	20,123	44,246	79,484	1,58,968	80,586	1,61,171	945,265	18,94,531	3,820	18,98,351	1,70,175	8·96
1857-58, ...	652,643	13,05,286	108,344	2,16,688	22,585	45,170	113,431	2,26,862	63,688	1,27,376	960,691	19,21,382	5,055	19,26,437	1,63,747	8·50
1858-59, ...	706,858	14,13,716	96,727	1,93,453	28,245	56,490	132,063	2,64,126	57,208	1,14,417	1,021,101	20,42,202	6,894	20,49,096	2,10,863	10·28
1859-60, ...	768,005	15,41,070	75,197	1,50,443	39,680	79,421	130,275	2,60,735	65,364	1,31,168	1,078,521	21,62,837	7,614	21,70,451	1,81,895	8·24
1860-61, ...	953,334	20,26,708	113,987	2,42,228	32,060	68,128	125,445	2,66,814	61,527	1,30,860	1,286,353	27,34,738	9,168	27,43,906	1,80,977	6·55
1861-62, ...	703,159	18,15,200	94,513	2,23,558	35,646	86,697	86,597	2,16,695	90,704	2,06,337	1,010,619	25,48,487	5,682	25,54,169	1,68,662	6·59
1862-63, ...	734,533	22,03,599	48,832	1,46,496	44,934	1,34,802	116,621	3,49,862	60,604	1,81,812	1,005,024	30,16,571	14,997	30,31,568	2,23,051	7·34
1863-64, ...	900,634	27,01,902	42,083	1,26,249	49,138	1,47,413	93,730	2,81,191	41,854	1,25,563	1,127,439	33,82,318	4,372	33,86,690	2,31,494	6·83
1864-65, ...	876,662	26,29,986	5,835	17,506	69,141	2,07,422	123,791	3,71,371	49,484	1,48,453	1,124,913	33,74,738	2,983	33,77,721	2,06,774	6·11
1865-66, ...	889,614	26,68,843	This Mine has been closed since 1864-65.		69,327	2,07,981	98,395	2,95,186	54,883	1,64,648	1,112,219	33,36,658	455	33,37,113	2,12,321	6·36
1866-67, ...	964,127	28,92,380			49,790	1,49,370	102,804	3,08,412	58,404	1,75,213	1,175,125	35,25,375	449	35,25,824	2,01,592	5·71
1867-68, ...	965,843	28,37,530			63,940	1,91,819	94,594	2,83,783	72,063	2,16,189	1,196,440	35,89,321	576	35,89,897	2,20,836	6·15
1868-69, ...	970,113	29,10,338			83,502	2,50,506	138,764	4,16,292	67,815	2,03,445	1,260,194	37,80,581	2,354	37,82,935	2,33,723	6·17
1869-70, ...	1,167,724	35,03,171			142,162	4,26,485	133,285	3,99,856	53,982	1,61,946	1,497,153	44,91,458	1,081	44,92,539	2,26,278	5·03
1870-71, ...	933,030	27,99,092			73,562	2,20,686	148,347	4,45,040	66,528	1,99,584	1,221,467	36,64,402	23,995	36,88,397	2,09,001	5·66
1871-72, ...	988,632	29,65,897			65,740	1,97,220	135,548	4,06,645	77,615	2,32,843	1,267,535	38,02,605	80,214	38,82,819	2,60,889	6·72

ANNEXURE VA.

Shahpúr Mines, 1871-72.

	Mayo Mines.		Surdi Mines.		Wurcha Mines.		Kalabagh Mines.		Total.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	M. S. C.	Rs. a. p.	M. S. C.	Rs. a. p.	M. S. C.	Rs. a. p.	M. S. C.	Rs. a. p.	M. S. C.	Rs. a. p.
April, 1871, ...	62,039 8 11	1,86,117 10 5	4,987 20 0	14,962 8 0	12,619 28 7	37,859 2 0	5,723 26 10	17,171 0 0	85,370 3 12	2,56,110 4 5
May, „	80,777 6 10	2,42,331 8 0	5,170 0 0	15,510 0 0	11,376 23 5	34,129 12 0	15,526 26 12	46,580 0 0	112,850 16 11	3,38,551 4 0
June, „	37,710 13 6	1,13,131 0 0	3,856 26 11	11,570 0 0	4,690 13 6	14,071 0 0	7,191 26 9	21,575 0 0	53,449 0 0	1,60,347 0 0
July, „	15,532 30 2	46,598 4 3	755 0 0	2,265 0 0	1,434 20 0	4,303 8 0	1,848 26 12	5,546 0 0	19,570 36 14	58,712 12 3
August, „	38,428 19 1	1,15,285 7 2	1,497 33 5	4,493 8 0	2,177 30 11	6,533 4 9	2,078 0 1	6,234 0 0	44,182 3 2	1,32,546 3 11
September, „	138,912 18 14	4,16,737 6 9	9,258 30 0	27,776 4 0	18,722 3 5	56,166 4 0	4,550 26 12	13,652 0 0	171,443 38 15	5,14,331 14 9
October, „	175,974 13 5	5,27,923 0 0	16,457 26 10	49,373 0 0	33,478 27 2	1,00,436 0 8	12,912 0 1	38,736 0 0	238,822 27 2	7,16,468 0 8
November, „	84,220 29 12	2,52,662 3 8	8,382 23 6	25,147 12 0	12,508 33 5	37,526 8 0	13,515 0 0	40,545 0 0	118,627 6 7	3,55,881 7 8
December, „	89,236 26 12	2,67,710 0 0	3,214 0 1	9,642 0 0	9,827 39 15	29,484 0 0	2,872 0 0	8,616 0 0	105,150 26 12	3,15,452 0 0
January, 1872, ...	81,471 2 0	2,44,413 2 5	4,268 3 6	12,804 4 0	10,483 16 8	31,450 3 7	4,383 39 15	13,152 0 0	100,606 21 13	3,01,819 10 0
February, „	94,684 20 15	2,84,053 9 3	3,580 26 11	10,742 0 0	7,704 26 11	23,114 0 0	3,098 26 10	9,296 0 0	109,068 20 15	3,27,205 9 3
March, „	89,644 26 13	2,68,934 0 0	4,311 9 14	12,933 12 0	10,523 30 0	31,571 4 0	3,913 13 5	11,740 0 0	108,393 0 0	3,25,179 0 0
	988,632 16 5	29,65,897 3 11	65,740 0 0	1,97,220 0 0	135,548 12 11	4,06,644 15 0	77,614 13 7	2,32,843 0 0	1,267,535 2 7	38,02,605 2 11

ANNEXURE VI.

Statement showing the Strength, Realizations, Extent of Line, &c., of the Department of Inland Customs at the close of 1870-71 *and* 1871-72.

Divisions.	1870-71. No. of Officers.	No. of Men.	Miles of Line.	Quantity of Salt Taxed.	Quantity of Sugar Taxed.	Gross Realizations.	Remarks.
Commissioner's Office, ...	4	32	...	...	...	...	
Shahpúr, ...	20	1,298	480½	1,221,467	...	36,88,397	
Múltan, ...	9	596	215	...	27,316	16,537	
Kohat, ...	...	176	...	407,098	...	85,565	
Hissar, ...	14	1,472	*191	593,216	415,973	20,37,632	* Decrease by correction of distance.
Dehli, ...	12	1,248	96½	917,263	891,249	33,49,490	
Total, ...	55	4,790	983	3,139,044	1,334,538	91,77,621	
Agra, ...	16	1,769	158½	1,345,676	645,043	44,87,895	
Jhansi, ...	14	1,624	172¾	61,114	87,651	2,44,888	
Total, ...	30	3,393	331¼	1,406,790	732,694	47,32,783	
Ságar, ...	11	963	147	109,589	39,648	3,66,642	
Hoshángabad, ...	7	642	216½	12,606	71,893	1,11,544	
Nagpúr, ...	17	1,069	200	603,734	471	7,22,339	
Raipúr, ...	9	731	260	93,394	377	1,14,245	
Total, ...	44	3,405	823½	819,323	112,389	13,14,770	
Internal, N.-W. P., ...	13	1,288	...	16,220	...	1,02,957	
Ditto, Oudh, ...	5	337	...	2,987	...	13,934	
Total, ...	18	1,625	...	19,207	...	1,16,891	
Berar, ...	...	...	331	225,830	...	2,70,201	
Sambár, ...	8	598	30	...	...	6,31,583	
Karour, ...	1	85	5	832	...	2,663	
Mullowna, ...	1	99	6	13,920	...	44,376	
Commissioner's Office, ...	4	32	...	...	...	...	
Panjáb, ...	55	4,790	983	3,139,044	1,334,538	91,77,621	
North-Western Provinces,	30	3,393	331¼	1,406,790	732,694	47,32,783	
Central Provinces, ...	44	3,405	823½	819,323	112,389	13,14,770	
Internal Branch, ...	18	1,625	...	19,207	...	1,16,891	
Mandi, ...	...	...	...	...	...	...	Including Nawa Godha Sub-Division, taken over 1st October, 1870.
Berar, ...	...	...	331	225,830	...	2,70,201	
Total, ...	161	14,027	2,509¾	5,624,946	2,179,621	1,62,90,888	Work closed during the year.

ANNEXURE VI.

Statement showing the Strength, Realizations, Extent of Line, &c., of the Department of Inland Customs at the close of 1870-71 *and* 1871-72.

Divisions.	1871-72. No. of Officers.	No. of Men.	Miles of Lines.	Quantity of Salt Taxed.	Quantity of Sugar Taxed.	Gross Realizations.	Remarks.
Commissioner's Office, ...	3	32	...	...	...	...	
Shahpúr, ...	20	1,282	480½	1,267,535	...	38,82,819	
Múltan, ...	9	578	215	...	162,049	96,392	
Kohat, ...	...	176	...	375,928	...	78,927	
Hissar, ...	14	1,472	191	622,514	469,292	21,52,603	
Dehli, ...	12	1,244	96½	696,512	860,665	26,83,356	
Total, ...	55	4,752	983	2,962,489	1,492,006	88,93,197	
Agra, ...	17	1,769	158½	1,338,201	687,934	44,89,740	
Jhansi, ...	14	1,624	172	84,264	110,683	3,15,749	
Total, ...	31	3,393	330½	1,422,465	798,617	48,05,489	
Ságar, ...	11	996	147	127,631	35,229	4,10,136	
Hoshángabad, ...	7	735	216½	6,528	101,213	1,20,495	
Nagpur, ...	17	1,081	200	599,706	59	7,12,593	
Raipúr, ...	9	730	260	102,996	296	1,22,251	
Total, ...	44	3,542	823½	836,861	136,797	13,65,475	
Internal, N.-W. Provinces,	13	1,035	...	16,897	...	99,725	
Ditto, Oudh, ...	5	337	...	2,963	...	12,580	
Total, ...	18	1,372	...	19,860	...	1,12,305	
Berar, ...	...	...	327	248,945	...	2,95,931	
Sambár, ...	8	372	44	...	...	6,59,451	
Karour, ...	...	...	...	...	...	...	
Mullowna, ...	...	...	...	9,171	...	28,738	
Commissioner's Office, ...	3	32	...	...	...	...	
Panjáb, ...	55	4,752	983	2,962,489	1,492,006	88,93,197	
N.-W. Provinces, ...	31	3,393	330½	1,422,465	798,617	48,05,489	
Central Provinces, ...	44	3,542	823½	836,861	136,797	13,65,475	
Internal Branch, ...	18	1,372	...	19,860	...	1,12,305	
Mandi, ...	1	28	...	...	...	47,774	
Berar, ...	...	...	327	248,945	...	2,95,931	
Total, ...	160	13,491	2,508	5,499,791	2,427,420	1,62,08,360	

Detail in maunds of the various descriptions of salt which actually crossed the Inland Customs Line, was sold at the Government Mines, or paid duty at Refineries.

Division.*	Years.	I. Rock salt Sháhpur salt mines.	II. Balumba or Bhurtpur.	III. Sámbar.	IV. Sultánpur.	V. Bombay or Kokan.	VI. Salumba.	VII. Didwána.	VIII. Madras or Bunwar.	IX. Patchbadra or Kansia.	X. Saltpetre salt.	XI. Baragara.	XII. Other salt.	XIII. Total.	Remarks.
PANJAB. Shahpur Mines, ...	1871-72, ...	12,72,775	...	...	...	...	...	...	...	...	...	...	...	12,72,775	
	1870-71, ...	12,75,510	...	...	...	...	...	...	...	...	...	...	...	12,75,510	
	1869-70, ...	14,62,607	...	...	...	...	...	...	...	...	...	...	...	14,62,607	
	1868-69, ...	12,50,239	...	...	...	...	...	...	...	...	...	...	...	12,50,239	
Hissar, ...	1871-72, ...	...	...	54,027	88	...	...	2,25,594	...	...	...	...	1,964	2,81,673	
	1870-71, ...	...	...	29,831	...	...	...	2,55,531	...	867	82	...	3,281	2,89,592	
	1869-70, ...	...	...	38,960	...	...	...	2,13,847	...	...	...	...	3,001	2,55,808	
	1868-69, ...	...	...	25,000	...	...	...	2,06,177	...	...	...	...	4,259	2,35,436	
Dehli, ...	1871-72, ...	...	7	2,89,435	5,58,801	...	15,400	84,485	...	380	21	...	(a) 5,810	9,54,339	(a) Chiefly black salt.
	1870-71, ...	...	16	2,46,740	6,88,100	...	50,759	1,20,660	...	304	5	...	(a) 8,830	11,15,414	
	1869-70, ...	...	10	2,75,792	6,21,033	...	1,11,902	1,21,549	...	...	...	...	(a) 6,903	11,37,189	
	1868-69, ...	...	28	2,60,130	7,13,225	...	83,435	86,453	...	...	...	...	(a) 3,929	11,47,270	
Total, ...	1871-72, ...	...	7	3,43,462	5,58,889	...	15,400	3,10,079	...	380	21	...	7,774	12,36,012	
	1870-71, ...	...	16	2,76,571	6,88,100	...	50,759	3,76,191	...	1,171	87	...	12,111	14,05,006	
	1869-70, ...	...	10	3,14,752	6,21,033	...	1,11,902	3,35,396	...	...	...	...	9,904	13,92,997	
	1868-69, ...	...	28	2,85.130	7,13,225	...	83,435	2,92,630	...	...	...	...	8,258	13,82,706	
N.-W. P. Agra, ...	1871-72, ...	...	10,47,240	2,24,660	...	...	1,49,945	...	...	...	107	...	7	14,21,959	
	1870-71, ...	...	10,59,897	2,46,096	...	...	1,64,372	...	...	...	47	...	1	14,70,413	
	1869-70, ...	...	11,36,467	2,38,933	2,020	...	2,67,851	...	...	...	...	...	...	16.45,271	
	1868-69, ...	...	11,70,524	1,98,409	...	...	1,76,185	...	...	...	...	...	3,016	15,48,134	
Jhansi, ...	1871-72, ...	...	...	82,552	...	...	...	...	...	6,230	3	...	51	88,836	
	1870-71, ...	...	...	62,791	...	...	...	...	...	260	1	...	76	63,128	
	1869-70, ...	...	...	33,896	...	...	...	...	...	116	...	...	180	34,192	
	1868-69, ...	...	...	76,389	...	...	...	...	...	7,757	...	...	2,027	86,173	
Total, ...	1871-72, ...	...	10,47,240	3,07,212	...	...	1,49,945	...	...	6,230	110	...	58	15,10,795	
	1870-71, ...	...	10,59,897	3,08,887	...	...	1,64,372	...	...	260	48	...	77	15,33,541	
	1869-70, ...	...	11,36,467	2,72,829	2,020	...	2,67,851	...	...	116	...	...	180	16,79,463	
	1868-69, ...	...	11,70,524	2,74,798	...	...	1,76,185	...	...	7,757	...	...	5,043	16,34,307	

APPENDIX VII.

APPENDIX VII.—(*continued*).

Detail in Maunds of the various descriptions of Salt which actually crossed the Inland Customs Line, was sold at the Government Mines, or paid duty at Refineries.

Division.	Years.	I. Rock salt Shâhpur salt mines.	II. Balumba or Bhurêpur.	III. Sámbar.	IV. Sukhanpur.	V. Bombay or Kokan.	VI. Salumba.	VII. Didwana.	VIII. Madras or Bunwar.	IX. Pachbadra or Kansia.	X. Saltpetre salt.	XI. Baragara.	XII. Other salt.	XIII. Total.	Remarks.
CENTRAL PROVINCES															
Sagar, ...	1871-72, ...	...	...	7,934	...	...	...	...	...	1,14,842	...	...	2	1,22,778	
	1870-71, ...	...	...	25,799	...	...	...	...	...	83,604	...	...	151	1,09,554	
	1869-70, ...	...	...	40,339	...	...	...	...	...	41,662	...	...	...	82,001	
	1868-69, ...	...	...	17,366	...	...	...	...	...	1,41,686	...	...	539	1,59,591	
Hoshangabad, ...	1871-72, ...	...	...	52	...	76,703	...	...	...	5,478	...	82,593	27	1,64,853	
	1870-71, ...	...	...	281	...	83,522	...	...	...	11,431	...	26,584	18	1,21,836	
	1869-70, ...	...	...	6,859	540	4,6271	...	...	...	7,794	...	7,843	(*b*) 1,866	71,173	(*b*) Chiefly Sámbar and Kansia mixed.
	1868-69, ...	...	...	2,132	...	22,813	...	...	...	18,362	...	3,786	(*b*) 2,393	49,486	
Nagpur, ...	1871-72, ...	...	...	...	...	(*c*) 4,36,784	...	...	...	...	...	...	...	4,36,784	(*c*) Including 14,376 maunds Guzrati salt chiefly from Dwarka.
	1870-71, ...	...	...	...	...	4,38,529	...	...	15	...	...	...	...	4,38,544	
	1869-70, ...	...	...	...	...	5,22,565	...	...	638	...	...	...	...	5,23,203	
	1868-69, ...	...	...	...	...	4,09,641	...	...	3,375	...	...	...	(*d*) 1,224	4,14,240	(*d*) Bhuski.
Raipur, ...	1871-72, ...	...	...	...	...	...	...	...	1,02,316	...	...	...	...	1,02,316	
	1870-71, ...	...	...	...	...	...	...	...	93,015	...	...	...	...	93,015	
	1869-70, ...	...	...	...	...	...	...	...	1,00,658	...	...	...	...	1,00,658	
	1868-69, ...	...	...	...	...	...	...	...	1,26,257	...	...	...	557	1,26,814	
Total, ...	1871-72, ...	...	...	7,986	...	5,13,487	...	...	1,02,316	1,20,320	...	82,593	29	8,26,731	
	1870-71, ...	...	...	26,080	...	5,22,051	...	...	93,030	95,035	...	26,584	169	7,62,949	
	1869-70, ...	...	...	47,198	540	5,68,836	...	...	1,01,296	49,456	...	7,843	1,866	7,77,035	
	1868-69, ...	...	...	19,498	...	4,32,454	...	...	1,29,632	1,60,048	...	3,786	4,713	7,50,131	
Total Line, ...	1871-72, ...	...	10,47,247	6,58,660	5,58,889	5,13,487	1,65,345	3,10,079	1,02,316	1,26,930	131	82,593	7,861	35,73,538	
	1870-71, ...	...	10,59,913	6,11,538	6,88,100	5,22,051	2,15,131	3,76,191	93,030	96,466	135	26,584	12,357	37,01,496	
	1869-70, ...	...	11,36,477	6,34,779	6,23,593	5,68,836	3,79,753	3,35,396	1,01,296	49,572	...	7,843	11,950	38,49,495	
	1868-69, ...	...	11,70,552	5,79,426	7,13,225	4,32,454	2,59,620	2,92,630	1,29,632	1,67,805	...	3,786	18,014	37,67,144	
Kurour local salt works, ...	1871-72, ...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	1870-71, ...	...	...	...	...	...	...	...	...	...	...	...	855	855	
Mullowna salt works, ...	1871-72, ...	...	...	...	...	...	...	...	...	...	...	...	9,171	9,171	
	1870-71, ...	...	...	...	...	...	...	...	...	...	...	...	14,500	14,500	
Total, ...	1871-72, ...	...	...	...	...	...	...	...	...	...	...	...	9,171	9,171	
	1870-71, ...	...	...	...	...	...	...	...	...	...	...	...	15,355	15,355	

INTERNAL. North-Western Provinces, ...	1871-72, ...	...	...	...	...	...	...	...	...	...	16,898	...	...	16,898
	1870-71, ...	...	...	...	...	...	...	...	...	...	16,246	...	...	16,246
	1869-70, ...	...	...	...	...	...	...	...	...	...	14,321	...	...	14,321
	1868-69, ...	...	...	...	...	...	...	...	...	...	11,204	...	...	11,204
Oudh, ...	1871-72, ...	...	...	...	...	...	...	...	...	...	2,963	...	...	2,963
	1870-71, ...	...	...	...	...	...	...	...	...	...	2,987	...	...	2,987
	1869-70, ...	...	...	...	...	...	...	...	...	...	2,948	...	...	2,948
	1868-69, ...	...	...	...	...	...	...	...	...	...	2,965	...	...	2,965
Total, ...	1871-72, ...	...	...	...	...	...	...	...	...	...	19,861	...	...	19,861
	1870-71, ...	...	...	...	...	...	...	...	...	...	19,233	...	...	19,233
	1869-70, ...	...	...	...	...	...	...	...	...	...	17,269	...	...	17,269
	1868-69, ...	...	...	...	...	...	...	...	...	...	14,169	...	...	14,169
Berar, ...	1871-72, ...	...	...	...	...	2,50,386	...	...	...	...	...	...	9	2,50,395
	1870-71, ...	...	...	...	...	2,34,886	...	...	...	...	...	...	...	2,34,886
	1869-70, ...	...	...	...	...	2,31,436	...	...	...	...	...	...	5	2,31,441
	1868-69, ...	...	...	...	...	2,11,141	...	...	...	...	...	...	...	2,11,141
Grand Total, ...	1871-72, ...	12,72,775	10,47,247	6,58,660	5,58,889	7,63,873	1,65,345	3,10,079	1,02,316	1,26,930	19,992	82,593	17,041	51,25 740
	1870-71, ...	12,75,510	10,59,913	6,11,538	6,88,100	7,56,937	2,15,131	3,76,191	93,030	96,466	19,368	26,584	27,712	52,46,480
	1869-70, ...	14,62,607	11,36,477	6,34,779	6,23,593	8,00,272	3,79,753	3,35,396	1,01,296	49,572	17,269	7,843	11,955	55,60,812
	1868-69, ...	12,50,239	11,70,552	5,79,426	7,13,225	6,43,595	2,59,620	2,92,630	1,29,632	1,67,805	14,169	3,786	18.014	52,42,693

ANNEXURE VIII.

ANNEXURE

Statement showing the amount realized from Salt and

	Month.		Salt Reali				
			Rock.	Sámbar.	Balamba.	Salamba.	Sultánpur.
Panjab.	April, 1871,	... ...	2,56,110·27	1,10.763·26	...	45,829·85	2,30,983·24
	May, „	... ...	3,38,551·25	1,09,523·77	1·69	17,210·96	1,33,730·60
	June, „	... ...	1,60,347·	23,275·61	...	1,045·	58,074·39
	July, „	... ...	58,712·77	32,353·23	...	5,774·49	43,164·12
	August, „	... ...	1,32,546·24	38,859·71	5·41	4,765·21	65,214·68
	September, „	... ...	5,14,331·92	1,08,976·41	11·78	12,888·15	1,57,858·35
	October, „	... ...	7,16,468·04	88,384·09	...	38,722·86	2,06,220·33
	November, „	... ...	3,55,881·48	1,13,533·94	1·15	22,123·71	1,54,249·66
	December, „	... ...	3,15,452·	1,07,243·64	2·04	18,899·49	1,72,334·99
	January, 1872,	... ...	3,01,819·63	1,27,988·32	...	64,899·24	1,35,963·43
	February, „	... ...	3,27,205·58	70,085·23	0·21	54,181·37	1,29,098·68
	March, „	... ...	3,25,179·	92,448·44	...	37,275·90	1,61,653·53
		Total, ...	38,02,605·18	10,23,435·65	22·28	3,23,616·23	16,48,546·
North-Western Provinces.	April, 1871,	... ...	...	1,40,483·85	2,71,079·88	12,150·94	...
	May, „	... ...	...	1,05,671·08	2,54,704·01	15,882·88	...
	June, „	... ...	...	84,186·68	1,89,325·31	68·48	...
	July, „	... ...	...	35,733·38	2,17,954·95	14·86	...
	August, „	... ...	...	18,796·09	1,75,686·62	1,502·60	...
	September, „	... ...	...	61,291·89	4,10,967·75	6,959·09	...
	October, „	... ...	...	79,595·46	2,52,837·47	25,688·75	...
	November, „	... ...	...	96,305·38	2,09,340·18	13,053·44	...
	December, „	... ...	...	82,905·04	2,83,079·27	16,918·54	...
	January, 1872,	... ...	...	86,274·29	3,52,158·42	20,995·85	...
	February, „	... ...	...	60,051·87	2,73,648·14	28,614·65	...
	March, „	... ...	...	60,595·42	2,73,123·14	36,193·38	...
		Total, ...	...	9,11,890·43	31,63,905·14	1,78,043·46	...
Central Provinces.	April, 1871,	... ...	...	4,476·99	...	...	...
	May, „	... ...	...	4,131·75	...	...	...
	June, „	... ...	...	2,206·88	...	...	...
	July, „	... ...	...	1,516·79	...	...	...
	August, „	... ...	...	422·84	...	...	...
	September, „	... ...	...	...	...	...	...
	October, „	... ...	...	1,555·57	...	...	...
	November, „	... ...	...	191·08	...	...	...
	December, „	... ...	...	535·94	...	...	...
	January, 1872,	... ...	...	1,631·23	...	...	...
	February, „	... ...	...	5,140·82	...	...	...
	March, „	... ...	...	4,353·	...	...	...
		Total, ...	...	26,159·89	...	...	...
Grand Total,	April, 1871,	... ...	2,56,110·27	2,55,724·10	2,71,079·88	57,980·79	2 30,983·24
	May, „	... ...	3,38,551·25	2,09,326·60	2,54,705·70	33,093·84	1,33,730·60
	June, „	... ...	1,60,347·	1,09,669·17	1,89,325·31	1,113·48	58,074·39
	July, „	... ...	58,712·77	69,603·40	2,17,954·95	5,789·35	43,164·12
	August, „	... ...	1,32,546·24	58,078·64	1,75,692·03	6,267·81	65,214·68
	September, „	... ...	5,14,331·92	1,70,268·30	4,10,979·53	19,847·24	1,57,858·35
	October, „	... ...	7,16,468·04	1,69,535·12	2,52,837·47	64,411·61	2,06,220 33
	November, „	... ...	3,55,881·48	2,10,030·40	2,09 341·33	35,177·15	1,54,249·66
	December, „	... ...	3,15,452·	1,90,684·62	2,83,081·31	35,818·03	1,72,334·99
	January, 1872,	... ...	3,01,819·63	2,15,893·84	3,52,158·42	85,895·09	1,35,963·43
	February, „	... ...	3,27,205·58	1,35,277·92	2,73,648·35	82,796·02	1,29,098·68
	March, „	... ...	3,25,179·	1,57,393·86	2,73,123·14	73,469·28	1,61,653·53
		Total, ...	38,02,605·18	19,61,485·97	31,63,927·42	5,01,659·69	16,48,546·
Berar.	April, 1871.	... ...	...	...	...	...	...
	May, „	... ...	...	...	...	...	...
	June, „	... ...	...	...	...	...	...
	July, „	... ...	...	...	...	...	...
	August, „	... ...	...	...	...	...	...
	September, „	... ...	...	...	...	...	...
	October, „	... ...	...	...	...	...	...
	November, „	... ...	...	...	...	...	...
	December, „	... ...	...	...	...	...	...
	January, 1872,	... ...	...	...	...	...	...
	February, „	... ...	...	...	...	...	...
	March, „	... ...	...	...	...	...	...
		Total, ...	...	...	...	...	...

VIII.

Sugar in each month of the official year 1871-72.

ZATIONS.

Didwána.	Kansia.	Kokan.	Banwár.	Báragára.	Miscellaneous.	Total Salt Collections.
85,428·98	...	...	...	...	2,335·72	7,31,451·32
56,868·14	...	...	...	...	832·37	6,56,718·78
16,618·62	...	...	...	...	311·26	2,59,671·88
19,060·92	...	...	...	...	527·95	1,59,593·48
30,783·72	...	...	...	...	514·73	2,72,689·70
65,119·38	...	...	...	...	5,282·07	8,64,465·06
76,144·09	...	...	...	...	3,838·50	11,29,777·91
90,883·06	...	...	...	...	7,493·59	7,44,166·59
93,963·78	...	...	...	...	1,548·72	7,09,444·66
1,63,796·56	...	...	...	...	2·530 38	7,96,997·56
99,860·63	...	...	...	...	2,541 91	6,82,973·61
1,33,664·77	...	...	...	...	1,510·87	7,51,732·51
9,32,192·65	...	...	...	...	29,268·07	77,59,686·06
...	3·12	...	...	...	20·16	4,23,737·95
...	2,506·50	...	...	...	5·23	3,78,769·70
...	1,346·39	...	...	...	29·70	2,74,956·56
...	1,347·	...	...	...	18·78	2,55,068·97
...	5·40	...	...	...	190·90	1,96,181·61
...	289·12	...	...	...	...	4,79,507·85
...	1,884·75	...	...	...	...	3,60,006·43
...	789·	...	...	...	25·06	3,19,513·06
...	245·15	...	...	...	2·30	3,83,150·30
...	2,071·31	...	...	...	...	4,61,499·87
...	596·48	...	...	...	73·85	3,62,984·99
...	2,103·25	...	...	...	4·42	3,72,019·61
...	13,187·47	...	...	...	370·40	42,67,396·90
...	37,399·72	80,689·62	14,802·01	6,945·43	3,040·87	1,47,354·54
...	47,169·50	86,919·40	43,381·01	3,928·91	3,136·31	1,88,666·88
...	34,110·29	38,816·15	10,734·93	7,146·	3,795·73	96,809·98
...	15,924·04	8,390·17	70·15	3,570·92	743·10	30,215·17
...	6,573·57	7,164·42	1,129·24	325·55	...	15,615·62
...	9,568·14	22,945·96	1,863·11	885·31	...	35,262·52
...	53,463·99	60,302·56	691·19	18,301·42	777·12	1,35,091·85
...	35,523·92	50,871·05	5,573·49	11,398·09	591·09	1,04,148·72
...	26,973·95	63,130·08	204·51	14,551·39	2,571·25	1,07,967·12
...	34,919·68	55,477·74	1,433·59	20,245·58	477·37	1,14,185·19
...	33,108·15	48,035·89	9,617·78	17,369·83	·37	1,13,272·84
...	40,494·30	68,975·98	14,134·37	15,401·56	2,170·70	1,45,526·91
...	3,75,229·25	5,91,719·02	1,03,635·38	1,20·069·99	17,303·91	12,34,117·44
85,428·98	37,402·84	80,689·62	14,802·01	6,945·43	5,396·75	13,02,543·91
56,868·14	49,676·	86,919·40	43,381·01	3,928·91	3,973·91	12.24,155·36
16,618·62	35,456·68	38,816·15	10,734·93	7,146·	4,136·69	6,31,438 42
19,060·92	17,271·04	8,390·17	70·15	3,570·92	1,289·83	4,44,877·62
30,783·72	6,578·97	7,164·42	1,129·24	325·55	705·63	4,84,486 93
65,119·38	9,857·26	22,945·96	1,863·11	885·31	5,282·07	13,79,235·43
76,144·09	55,348·74	60,302·56	691·19	18,301·42	4,615·62	16,24,876·19
90,883·06	36,312·92	50,871·05	5,573·49	11,398·09	8,109·74	11,67,828·37
93,963 78	27,219·10	63,130 08	204·51	14,551·39	4,122·27	12,00,562·08
1,63,796·56	36,990·99	55,477·74	1,433·59	20,245·58	3,007·75	13,72,682·62
99,860·63	33,704·63	48,035·89	9,617·78	17,369·83	2,616·13	11,59,231·44
1,33,664·77	42,597·55	68,975·98	14,134·37	15,401·56	3,685·99	12,69,279·03
9,32,192·65	3,88,4.6·72	5,91,719·02	1,03,635·38	1,20,069·99	46,942·38	1,32,61,200·40
...	...	45,042·82	...	...	...	45,042·82
...	...	47,808·86	...	...	...	47,808·86
...	...	26,996·11	...	...	...	26,996·11
...	...	8,599·87	...	...	...	8,599·87
...	...	3,902·21	...	...	...	3,902·21
...	...	7,277·99	...	...	...	7,277·99
...	...	23,292·85	...	...	11·25	23,304·10
...	...	21,318·12	...	1,334·94	5·11	22,658·17
...	...	19,273·52	...	2,676·05	...	21,949·57
...	...	24,780·62	...	1,106·15	...	25,886·77
...	...	28,574·51	...	1,629·84	...	30,204·35
...	...	29,474·61	...	2,536·11	...	32,010·72
...	...	2,86,342·09	...	9,283·09	16·36	2,95,641·54

ANNEXURE

Statement showing the amount realized from Salt and

SUGAR REALI

	Month.	*Refined.* Panjáb.	Rohilkhund.	Duáb.	Mirzápúr.	Miscellaneous.	Total.
PANJAB	April, 1871, ...	1,185·83	23,049·11	49,371·72	...	31,202·84	1,04,809·50
	May, „ ...	3,545·92	22,340 29	51,863·83	...	30,105.26	1,07,765·30
	June, „ ...	5,813·92	7,102·62	15,571·84	...	3,493·86	31,982·24
	July, „ ...	1,714·66	1,583·	4,083·74	...	1,156·63	8,538·03
	August, „ ...	842·64	969·66	2,883·47	...	654·97	5,350·74
	September, „ ...	1,596·22	3,091·08	5,107 06	...	2,488·94	12,283·30
	October, „ ...	1,63 ·93	1,473·87	9,112·92	...	2,935·21	15,152·93
	November, „ ...	1,851·64	5,415·62	11,636·70	...	6,917·89	25,821·85
	December, „ ...	12,441·36	10,808·97	18,318·80	...	10,011·08	51,580·21
	January, 1872, ...	7,473·07	16,373·24	26,949·49	...	14,108·54	64,904·34
	February, „ ...	4,303·72	13,178·16	34,766·46	...	20,192·78	72,441·12
	March, „ ...	12,140·81	21,717·48	41,016·28	...	15,609·17	90,483·74
	Total, ...	54,540·72	1,27,103.·0	2,70,682·31	...	1,38,787·17	5,9,1113·30
NORTH-WESTERN PROVINCES.	April, 1871, ...	...	...	...	...	62,843·89	62,843·89
	May, „ ...	...	...	...	...	43,498·96	43,498·96
	June, „ ...	...	...	...	...	22,131·43	22,131·43
	July, „ ...	...	...	...	...	10,644·72	10,644·72
	August, „ ...	...	...	...	...	6,481·25	6,481·25
	September, „ ...	...	...	...	...	22,800·96	22,800·96
	October, „ ...	...	...	...	...	32,905·82	32,905·82
	November, „ ...	...	...	...	...	37,593·01	37,593 01
	December, „ ...	...	...	...	...	24,554·89	24,554·89
	January, 1872, ...	...	...	...	...	46,530·48	46,530·48
	February, „ ...	...	...	...	...	38,991·99	38,991·99
	March, „ ...	...	...	...	...	28,990·26	28,990·26
	Total, ...	...	...	...	...	3,77,967·66	3,77,967·66
CENTRAL PROVINCES.	April, 1871, ...	...	...	...	20,235·04	...	20,235·04
	May, „ ...	...	...	...	22,538·48	...	22,538·48
	June, „ ...	...	...	...	14,984·95	...	14,984·95
	July, „ ...	...	...	...	2,024·94	...	2,024·94
	August, „ ...	...	...	...	496·65	...	496 65
	September, „ ...	...	...	...	1,484·96	...	1,484·96
	October, „ ...	...	...	...	8,076·53	...	8,076·53
	November, „ ...	...	...	...	11,965·88	...	11,965·88
	December, „ ...	...	...	...	11,111 58	...	11,111·58
	January, 1872, ...	...	...	...	13,542·75	...	13,542·75
	February, „ ...	...	...	...	9,177·85	...	9,177·85
	March, „ ...	...	...	...	7,280·77	...	7,280·77
	Total, ...	...	...	...	1,22,920·38	...	1,22,920·38
GRAND TOTAL.	April, 1871, ...	1,185·83	23,049·11	49,371·72	20,235·04	94,046·73	1,87,888·43
	May, „ ...	3,545·92	22,340·29	51,863·83	22,538·48	73,514·22	1,73,802·74
	June, „ ...	5,813·92	7,102·62	15,571·84	14,984·95	25,625·29	69,098·62
	July, „ ...	1,714·66	1,583·	4,083·74	2,024·94	11,801·35	21,207·69
	August, „ ...	842·64	969·66	2,883·47	496·65	7,136·22	12,328·64
	September, „ ...	1,596·22	3,091·08	5,107·06	1,484·96	25,289·90	36,569·22
	October, „ ...	1,630·93	1,473·87	9,112·92	8,076·53	35,841·03	56,135·28
	November, „ ...	1,851·64	5,415·62	11,636·70	11,965·88	44,510·90	75,380 74
	December, „ ...	12,441·36	10,808·97	18,318·80	11,111·58	34,565·97	87,246·68
	January, 1872, ...	7,473·07	16,373·24	26,949·49	13,542·75	60,639·02	1,24,977·57
	February, „ ...	4.303·72	13,178·16	34,766·46	9,177·85	59,184·77	1,20,610·96
	March, „ ...	12,140·81	21,717·48	41,016·28	7,280·77	44,599·43	1,26,754·77
	Total, ...	54,540·72	1,27,103·10	2,70,682·31	1,22,920·38	5,16,754·83	10,92,001·34
BERAR.	April, 1872, ...	...	...	...	...	...	...
	May, „ ...	...	...	...	...	...	...
	June, „ ...	...	...	...	...	...	...
	July. „ ...	...	...	...	...	...	...
	August, „ ...	...	...	...	...	...	...
	September, „ ...	...	...	...	...	...	...
	October, „ ...	...	...	...	...	...	...
	November, „ ...	...	...	...	...	...	...
	December, „ ...	...	...	...	...	...	...
	January, 1872, ...	...	...	...	...	...	...
	February, „ ...	...	...	...	...	...	...
	March, „ ...	...	...	...	...	...	...
	Total, ...	...	...	...	...	...	....

BRANCH OF THE ASIATIC SOCIETY

VIII.—*(concluded).*

Sugar in each month of the Official year 1871-72.

ZATIONS.						
Unrefined.					Total Sugar.	Total Realizations.
Panjáb.	Rohilkhund.	Duáb.	Miscellaneous.	Total.		
652·86	6,857·40	24,214·14	6,648·20	38,372·60	1,43,182·10	8,74,633·42
1,498·69	2,333·60	10,787·39	4,327·33	18,947·01	1,26,712·31	7,83,431·09
4,776·67	255·50	2,699·42	586 91	8,318·50	40,300·74	2,99,972·62
525·14	75·18	650·94	800·96	2,052·22	10,590·25	1,70,183·73
147·95	...	390·41	178·16	716·52	6,067·26	2,78,756·96
1,057·86	112·50	1,097 63	394·02	2,662·01	14,945·31	8,79,413·37
2,157·15	975·42	3,352·85	1,449·68	7,935·10	23,088·03	11,52.865·94
2,713·74	1,227·33	6,032·89	1,921·09	11,895·05	37,716·90	7,81,883·49
6,729·23	7,847·73	24,850·09	7,492·06	46,919·11	98,4 9·32	8,07,943·98
4,291·22	11,604·38	36,508·11	12,035·89	64,439·60	1,29,343·94	9,26,341·50
3,763·11	9,380·97	36,372·59	14,099·98	63,616·65	1,36,057·77	8,19,031·38
10,569·18	6,943·30	38,643·14	15,813·51	71,969·13	1,62,452·87	9,14,185·38
38,882·80	47,613·31	1,85,599·60	65,747·79	3,37,843·50	9,28,956·80	86,88,642·86
...	...	...	10,898·34	10,898·34	73,742·23	4,97,480·18
...	...	...	8,774·07	8,774·07	52,273·03	4,31,042·73
...	...	...	6,190·75	6,190·75	28,322·18	3,03,278·74
...	...	...	2,847·76	2,847·76	13,492·48	2,68,561·45
...	...	...	1,967·49	1,967·49	8,448·74	2,04,630·35
...	...	...	4,837·71	4,837·71	27,638·67	5,07,146·52
...	...	...	8,516·89	8,516·89	41,422·71	4,01,429·14
...	...	...	9,032·84	9,032·84	46,625·85	3,66,138·91
...	...	...	16,148·55	16,148·55	40.703·44	4,23,853·74
...	...	...	24,476·16	24,476·16	71,006·64	5,32,506·51
...	...	...	30,846·38	30,846·38	69,838·37	4,32,523·36
...	...	...	33,215·22	33,215·22	62,205·48	4,34,225·09
...	...	...	1,57,752·16	1,57,752·16	5,35,719·82	48,03,116·72
...	...	...	955·44	955·44	21,190·48	1,68,545·12
...	...	...	455·40	455·40	22,993·88	2,11,660·76
...	...	...	128·46	128·46	15,113·41	1,11,923·39
...	...	...	66·79	66·79	2,091·73	32,306·90
...	...	...	71·10	71·10	567·75	16,183·37
...	...	...	85·09	85·09	1,570·05	36,832·57
...	...	...	450·44	450·44	8,526·97	1,43,618·82
...	...	...	53·88	53·88	12,019·76	1,16,168·48
...	...	...	217·78	217·78	11,329·36	1,19,296·48
...	...	...	402·53	402·53	13,945·28	1,28,130·47
...	...	...	1,009·23	1,009·23	10,187·08	1,23,459·92
...	...	...	1,308·46	1,308·46	8,589·23	1,54,116·14
...	...	...	5,204·60	5,204·60	1,28,124·98	13,62,242·42
652·86	6,857·40	24,214·14	18,501·98	50,226 38	2,38,114·81	15,40,658·72
1,498·69	2,333·60	10,787·39	13,556·80	28,176·48	2,01,979·22	14,26,134·58
4,776·67	255·50	2,699·42	6 906·12	14,637·71	83,736·33	7,15,174·75
525·14	75·18	650·94	3,715·51	4,966·77	26,174·46	4,71,052·08
147·95	...	390·41	2,216·75	2,755·11	15,083·75	4,99,570·68
1,057·86	112·50	1,097·63	5,316·82	7,584·81	44,154·03	14,23,392·46
2,157·15	975·42	3,352·85	10,417·01	16,902·43	73,037·71	16,97,913·90
2,713·74	1,227·33	6,032·89	11,007·81	20,981·77	96,362·51	12,64,190·88
6,729·23	7,847·73	24,850·09	23,858·39	63,285·44	1,50,532·12	13,51,094·20
4,291·22	11,604·38	36,508·11	36,914·58	89,318·29	2,14,295·86	15,86,978·48
3,763·11	9,380·97	36,372·59	45,955·59	95,472 26	2,16,083·22	13,75,314·66
10,569·18	6,943·30	38,643·14	50,337·19	1,06,492·81	2,33,247·58	15,02,526·61
38,882·80	47,613·31	1,85,599·60	2,28.704·55	5,00,800·26	15,92,801·60	1,48.54,002·
...	...	...	...	...	...	45,042·82
...	...	...	...	...	...	47,808·86
...	...	...	...	...	...	26,996·11
...	...	...	...	...	...	8,599·87
...	...	...	...	...	...	3,902·21
...	...	...	...	...	...	7,277·99
...	...	...	...	...	...	23.304·10
...	...	...	...	...	...	22,658·17
...	...	...	...	...	...	21,949·57
...	...	...	...	...	...	25,886·77
...	...	...	...	...	...	30,204·35
...	...	...	...	...	...	32,010·72
...	...	...	...	...	...	2,95,641·54

ANNEXURE IX.

Statement showing for 1871-72 *the cost per pound* in the Districts of the Panjáb, North-Western Provinces, Central Provinces, Oudh, and Bengal, of the Salt most commonly consumed by the Lower Classes of the population.*

Districts in which the salt consumed averaged one half-penny or less per pound.

District.	Population.	Provinces.	Description of salt consumed.
Kangra, ...	7,43,882	Panjáb, ...	Mandi.

Districts in which the salt consumed averaged above one half-penny but did not exceed three farthings per pound.

District.	Population.	Provinces.	Description of salt consumed.
Hushiarpur,...	9,38,890	Panjáb, ...	Mandi.

Districts in which the salt consumed averaged above three farthings but did not exceed one penny per pound.

District.	Population.	Provinces.	Description of salt consumed.
Jalandar, ...	7,94,764	Panjáb, ...	Paharee.
Simla, ...	33,995	Ditto, ...	Mandi.
Upper Godavery.	54,680	Central Provinces.	Gulli.

Districts in which the salt consumed averaged above one penny, but did not exceed one penny farthing per pound.

District.	Population.	Provinces.	Description of salt consumed.
Banú, ...	2,87,547	Panjáb, ...	Lahori.
Dehra Ismael Khan.	3,94,864	Ditto, ...	Ditto.
Dehli, ...	6,08,850	Ditto, ...	Sultánpuri, Salamba.
Ferozpur, ...	5,49,253	Ditto, ...	Lahori.
Gujrát, ...	6,16,347	Ditto, ...	Ditto.
Gujranwala,	5,50,576	Ditto, ...	Ditto.
Gurdaspur, ...	6,55,362	Ditto, ...	Ditto.
Hazará, ...	3,67,218	Ditto, ...	Ditto.
Jhang, ...	3,48,027	Ditto, ...	Ditto.
Jhilam, ...	5,00,988	Ditto, ...	Ditto.
Lahor, ...	7,89,666	Ditto, ...	Ditto.
Ludhiána, ...	5,83,245	Ditto, ...	Ditto.
Muzuffargarh,	2,95,547	Ditto, ...	Ditto.
Montgomery,	3,59,437	Ditto, ...	Ditto.
Multán, ...	4,71,563	Ditto, ...	Ditto.
Ráwal Pindi,	7,11,256	Ditto, ...	Ditto.
Shahpur, ...	3,68,796	Ditto, ...	Ditto.
Siálkoté, ...	10,05,004	Ditto, ...	Ditto.
Sirsa, ...	2,10,795	Ditto, ...	Ditto.
Amritsar, ...	10,83,514	Ditto, ...	Ditto.
Aligurh, ...	9,25,538	N.-W. P.,	Salamba and Balamba.
Agra, ...	10,28,544	Ditto, ...	Sultánpuri. Salamba and Balamba.
Bulandshahr,	8,00,431	Ditto, ...	Salamba. Sultánpuri.
Bijnour, ...	6,90,975	Ditto, ...	Ditto. Sambar.
Etah, ...	6,14,351	Ditto, ...	Salamba. Balamba.
Hamirpur, ...	5,20,941	Ditto, ...	Chutia.
Meerut, ...	11,99,593	Ditto, ...	Sultánpuri. Didwana.
Muttra, ...	8,00,321	Ditto, ...	Paniah.
Mainpuri, ...	7,00,220	Ditto, ...	Salamba. Paniah.

* Assuming the value of a rupee to be two shillings.

ANNEXURE IX.—(continued.)

Statement showing the cost per pound of Salt, for 1871-72, *&c.*

Districts in which the salt consumed averaged above one penny farthing, but did not exceed one and a half-pence per pound.

District.	Population.	Provinces.	Description of salt consumed.
Hissar, ...	4,84,681	Panjáb, ...	Lahori and Didwana.
Karnál, ...	6,10,927	Ditto, ...	Sultánpuri, Sambar and Lahori.
Rohtak, ...	5,36,959	Ditto, ...	Didwana. Sambar.
Umbála, ...	10,35,488	Ditto, ...	Lahori.
Allahabad, ...	13,93,183	N.-W. P.,	Pania, Kutila.
Ajmere, ...	4,26,268	Ditto, ...	Lahori.
Banda, ...	7,24,372	Ditto, ...	Kutila. Salamba.
Cawnpur, ...	11,88,862	Ditto, ...	Salamba and Balamba.
Dehra Dún, ...	1,02,831	Ditto, ...	Bodari and Lahori.
Etawah, ...	6,26,444	Ditto, ...	Kutila and Salamba.
Farakhábád,	9,15,943	Ditto, ...	Ditto.
Fathipur, ...	6,80,786	Ditto, ...	Salamba and Gorari.
Gurhwál, ...	2,48,742	Ditto, ...	Sultánpuri.
Gurackpúr,	34,39,513	Ditto, ...	Salamba.
Jhansi, ...	3,57,442	Ditto, ...	Sámbar.
Muradábád, ...	10,95,306	Ditto, ...	Salamba.
Saháranpur, ...	8,66,483	Ditto, ...	Sultánpuri and Salamba.
Shahjahánpur,	10,16,844	Ditto, ...	Kutila and Salamba.
Taraí, ...	91,802	Ditto, ...	Sultánpuri and Salamba.
Faizábád, ...	10,38,195	Oudh, ...	Salamba.
Gondah, ...	7,50,000	Ditto, ...	Ditto.
Biláspur, ...	6,99,468	Cen. Provs,,	Bhuski.
Chindwárá, ...	3,27,875	Ditto, ...	Kokan.
Hoshangábád,	4,27,418	Ditto, ...	Ditto.
Nágpur, ...	6.34,121	Ditto, ...	Ditto.
Narsingpur, ...	3,36,796	Ditto, ...	Ditto.
Nimar, ...	2,26,969	Ditto, ...	Ditto.
Ságar, ...	4,98,642	Ditto, ...	Sambar.
Seoni, ...	4,55,462	Ditto, ...	Kokan.
Wardha, ...	3,43,485	Ditto, ...	Ditto.
Bhagalpur, ...	15,33,196	Bengal, ...	Liverpool.
Bancurah, ...	4,48,895	Ditto, ...	Ditto.
Birbhum, ...	6,27,879	Ditto, ...	Karkatch.
Bardwán, ...	18,70,906	Ditto, ...	Liverpool.
Bakargunj, ...	8,58,535	Ditto, ...	Ditto.
Cattack, ...	12,71,865	Ditto, ...	Karkatch.
Dacca, ...	10,29,328	Ditto, ...	Liverpool.
Dinajpur, ...	7,71,841	Ditto, ...	Ditto.
Farridpúr, ...	96,915	Ditto, ...	Ditto.
Gowalpúra, ...	...	Ditto, ...	Ditto.
Húgli, ...	10,22,758	Ditto, ...	Ditto.
Howrah, ...	...	Ditto, ...	Pangáh.
Jassure, ...	10,13,856	Ditto, ...	Liverpool.
Kámrúp. ...	81,411	Ditto, ...	Sambar.
Lakhimpur, ...	1,01,387	Ditto, ...	Rock.
Midnápur, ...	15,88,195	Ditto, ...	Pangáh and Liverpool.
Maimansing,	9,47,247	Ditto, ...	Liverpool.
Máldah, ...	2,41,490	Ditto, ...	Karkatch and Rock.
Murshadábád,	11,00,030	Ditto, ...	Karkach.
Nyádumká, ...	28,675	Ditto, ...	Rock and Sambar.
Nuddia, ...	5,68,712	Ditto, ...	Sambar and Karkatch.
Puri, ...	5,87,915	Ditto, ...	Karkatch.
Patna, ...	8,45,790	Ditto, ...	Pangah and Karkatch.
Pubnáh, ...	3,50,526	Ditto, ...	Liverpool.
Rajmahál, ...	...	Ditto, ...	Rock.
Rajshahie, ...	9,16,462	Ditto, ...	Liverpool.
Silhet, ...	10,44,650	Ditto, ...	Ditto.
Sáran, ...	12,99,163	Ditto, ...	Pangah and Liverpool.
Sháhbad, ...	15,83,938	Ditto, ...	Karkatch.
Tipperah, ...	10,00,000	Ditto, ...	Pangah and Liverpool.
24-Pergunnahs,	14,29,082	Ditto, ...	Liverpool.

Districts in which the salt consumed averaged above one and a half penny, but did not exceed one penny three farthings per pound.

District.	Population.	Provinces.	Description of salt consumed.
Dehra Gazee Khan.	3,08,840	Panjáb, ...	Kohat.
Gurgaon, ...	6,96,646	Ditto, ...	Lahori.
Azimgurh, ...	13,85,872	N.-W. P.,	Balamba and Kutila.
Bareilly, ...	13,81,334	Ditto, ...	Sultánpuri and Salamba.
Badaon, ...	8,89,810	Ditto, ...	Salamba.
Ghazeepur,	13,42,234	Ditto, ...	Salamba and Balamba.
Lallatpur, ...	2,48,146	Ditto, ...	Sámbar.
Muzuffurnugger.	6,82,212	Ditto, ...	Sámbar and Lahori.
Mirzápur, ...	10,54,413	Ditto, ...	Chutia and Kutila.
Baraich, ...	5,70,778	Oudh, ...	Gurári.
Bárábanki, ...	7,43,235	Ditto, ...	Gurári and Kutila.
Hardoi, ...	9,09,984	Ditto, ...	Kutila.
Kheree, ...	5,27,390	Ditto, ...	Kutila and Salamba.
Lacknow, ...	6,30,259	Ditto, ...	Gurari and Kutila.
Oonao, ...	5,91,141	Ditto, ...	Kutila.
Pratabgurh,	7,24,739	Ditto, ...	Gurari.
Ráy Bareilly,	6,76,249	Ditto, ...	Ditto.
Sultánpur, ...	4,33,016	Ditto, ...	Salamba.
Sitapur, ...	7,43,235	Ditto, ...	Gurári.
Bhandára, ...	7,48,161	Central Provinces.	Kokan.
Damoh, ...	2,62,641	Ditto, ...	Ditto.
Jabalpúr, ...	6,20,201	Ditto, ...	Ditto.
Sambulpur,	4,52,348	Ditto, ...	Bamáligurá.
Balasure, ...	6,51,033	Bengal, ...	Pangáh.
Chittagong,	8,00,000	Ditto, ...	Liverpool.
Cochar, ...	2,12,013	Ditto, ...	Ditto.
Champárun,	7,50,000	Ditto, ...	Liverpool and Pangah.
Godda, ...	...	Ditto, ...	Liverpool.
Hazaribágh,	7,13,656	Ditto, ...	Ditto.
Manbhum, ...	7,76,920	Ditto, ...	Pangah and Liverpool.
Noácolly, ...	...	Ditto, ...	Liverpool.
Purneeah, ...	7,27,562	Ditto, ...	Ditto.

ANNEXURE IX.—(concluded.)

Statement showing the cost per pound of Salt, for 1871-72, *&c.*

Districts in which the salt consumed averaged above one penny three farthings, but did not exceed two pence per pound.

District.	Population.	Provinces.	Description of salt consumed.
Benares, ...	7,93,277	N.-W. P.,	Balamba,
Bustee, ...	14,55,697	Ditto, ...	Salamba and Balamba.
Jaloun, ...	4,05,604	Ditto, ...	Sambar and Lahori.
Bállaghat, ...	33,978	Cen. Provs.,	Kokan,
Baitúl, ...	2,44,854	Ditto, ...	Ditto.
Chánda, ...	5,37,295	Ditto, ...	Ditto.
Mandlá, ...	1,87,699	Ditto, ...	Sambar.
Raipúr, ...	9,52,754	Ditto, ...	Banwár.
Bugràh, ...	4,70,000	Bengal, ...	Liverpool.
Darrang, ...	1,95,456	Ditto, ...	Ditto.
Deogurh, ...	...	Ditto, ...	Ditto.
Gya, ...	13,67,392	Ditto, ...	Ditto.
Luhárduggá,	7,50,294	Ditto, ...	Pángah and Liverpool.
Monghir, ...	7,55,385	Ditto, ...	Karkatch.
Nowgong, ...	3,78,675	Ditto, ...	Pángah.
Rungpur, ...	10,04,672	Ditto, ...	Pángah and Liverpool.
Singhbhum,	2,44,245	Ditto, ...	Pángah.
Tirhoot, ...	16,09,640	Ditto, ...	Pángah and Liverpool.
Western Duars.	2,00,000	Ditto, ...	Rock.

Districts in which the salt consumed averaged above two pence, but did not exceed two pence farthing per pound.

Districts.	Population.	Provinces.	Description of salt consumed.
Jounpur, ...	10,15,427	N.-W. P.,	Balamba.
Kamaon, ...	3,85,790	Ditto, ...	Sultánpuri.

Districts in which the salt consumed averaged above two pence farthing, but did not exceed two and a half pence per pound.

District.	Population.	Province.	Description of salt consumed.
Sib Ságar, ...	2,19,553	Bengal, ...	Pángah.

Districts in which the salt consumed averaged above two and a half pence, but did not exceed two pence three farthings per pound.

District.	Population.	Province.	Description of salt consumed.
Darjiling, ...	84,000	Bengal, ...	Pángah and Rock.

Districts in which the salt consumed averaged above two pence three farthings, but did not exceed three pence per pound.

District.	Population.	Provinces.	Description of salt consumed.
Nil.			

ANNEXURE X.

Persons Captured, Convicted.

Division.	Years.	Total number of smugglers captured by the Department.	Released by Department.						Sent up for trial.	Acquitted.	Convicted.	Pending when report was submitted.	Percentage of conviction on number of persons sent up for trial, less those whose cases were still undecided.
			On payment of single duty, line cases.	On payment of double duty, line cases.	For making less than one seer, Internal N.-W. P.	Infirm persons, pregnant women or minors, Internal N.-W. P.	On proof of ignorance or inadvertence, Internal N.-W. P.	For want of proof. Total.					
PANJAB. Shahpur, ...	1871-72, ...	234	2	5	*114	...	...	6 127	107	23	81	3	77·88
	1870-71, ...	217	3	10	117	...	...	2 132	85	16	69	...	81·17
	1869-70, ...	116	...	...	...	...	...	62 62	54	7	47	...	87·03
	1868-69, ...	187	...	...	...	...	...	100 100	87	40	47	...	54·02
Multan, ...	1871-72, ...	39	4	15	...	...	...	... 19	20	3	17	...	85·0
	1870-71, ...	26	4	2	...	...	...	... 6	20	4	16	...	80·
	1869-70, ...	33	...	4	...	...	...	18 22	11	1	10	...	90·9
	1868-69, ...	52	...	8	...	...	...	24 32	20	2	18	...	90·
Hissar, ...	1871-72, ...	271	...	83	...	...	...	7 90	181	21	160	...	88·39
	1870-71, ...	260	...	126	...	...	...	4 130	130	12	118	...	90·76
	1869-70, ...	306	...	186	...	...	...	... 186	120	4	116	...	96·66
	1868-69, ...	229	2	146	...	...	...	5 153	76	6	70	...	92·10
Dehli, ...	1871-72, ...	271	1	164	...	...	...	9 174	97	7	88	2	90·72
	1870-71, ...	400	5	46	...	...	...	196 247	153	5	148	...	96·73
	1869-70, ...	213	1	39	...	...	...	18 58	155	6	149	...	96·12
	1868-69, ...	135	1	28	...	...	...	1 30	105	5	100	...	95·23
Total, ...	1871-72, ...	815	7	267	114	...	...	22 410	405	54	346	5	86·5
	1870-71, ...	903	12	184	117	...	...	202 415	368	37	351	...	95·38
	1869-70, ...	668	1	229	...	...	...	98 328	340	18	322	...	94·7
	1868-69, ...	603	3	182	...	...	...	130 315	288	53	235	...	81·59
N.-W. PROS. Agra, ...	1871-72, ...	317	...	59	*90	...	...	19 168	149	11	132	6	92·3
	1870-71, ...	311	2	118	...	...	...	20 140	171	7	164	...	95·9
	1869-70, ...	571	...	377	...	...	...	11 388	183	5	178	...	97·26
	1868-69, ...	535	...	351	...	...	...	17 368	167	14	153	...	91·61
Jhansi, ...	1871-72, ...	765	...	189	†401	...	...	6 596	169	10	157	2	94·02
	1870-71, ...	652	...	163	331	...	...	10 504	148	3	145	...	97·97
	1869-70, ...	944	...	262	...	...	...	513 775	169	7	162	...	95·85
	1868-69, ...	976	3	209	...	...	...	501 713	263	11	252	...	95·81
Total, ...	1871-72, ...	1,082	...	248	491	...	...	25 764	318	21	289	8	93·22
	1870-71, ...	963	2	281	331	...	...	30 644	319	10	309	...	96·86
	1869-70, ...	1,515	...	639	...	...	...	524 1,163	352	12	340	...	96·58
	1868-69, ...	1,511	3	560	...	...	...	518 1,081	430	25	405	...	94·18
CENTRAL PROVINCES. Sagar, ...	1871-72, ...	736	...	238	...	...	...	25 263	473	13	460	...	97·25
	1870-71, ...	708	3	401	...	...	...	8 413	295	4	291	...	98·64
	1869-70, ..	506	...	175	...	...	...	1 died. 17 192	314	3	311	...	99·04
	1868-69, ...	701	1	207	...	...	...	8 216	485	7	478	...	98·55
Hoshangabad, ...	1871-72, ...	205	2	93	...	...	...	19 114	91	1	87	3	98·86
	1870-71, ...	160	3	84	...	...	...	15 102	58	4	54	...	93·22
	1869-70, ...	213	...	102	...	...	...	35 137	76	...	76	...	100·
	1868-69, ...	210	3	101	...	...	...	20 124	86	1	85	...	98·83
Nagpur, ...	1871-72, ...	79	8	63	...	...	...	4 75	4	...	4	...	100·
	1870-71, ...	43	7	19	...	...	...	15 41	2	...	2	...	100·
	1869-70, ...	120	5	83	...	...	...	1 89	31	1	30	...	96·77
	1868-69, ...	127	15	60	...	...	...	14 89	38	...	38	...	100·
Raipur, ...	1871-72, ...	1,696	865	308	...	...	...	13 1,186	510	15	495	...	97·05
	1870-71, ..	661	125	108	...	...	...	5 238	423	12	411	...	97·16
	1869-70, ...	768	...	318	...	...	...	50 368	340	3	337	...	99·12
	1868-69, ..	824	92	416	...	...	...	25 533	291	16	275	...	94·5
Total, ...	1871-72, ...	2,716	875	702	...	...	...	61 1,638	1,078	29	1,046	3	97·32
	1870-71, ...	1,572	138	612	...	...	...	44 794	778	20	758	...	97·43
	1869-70, ...	1,547	5	678	...	...	...	103 786	761	7	754	...	99·08
	1868-69, ...	1,862	111	784	...	...	...	67 962	900	24	876	...	97·33
Total Line and Mines.	1871-72, ..	4,613	882	1,217	605	...	...	108 2,812	1,801	104	1,681	16	94·73
	1870-71, ...	3,438	152	1,077	448	...	...	276 1,853	1,465	67	1,418	...	96·79
	1869-70, ...	3,730	6	1,546	...	...	...	725 2,277	1,453	37	1,416	...	97·45
	1868-69, ...	3,976	117	1,526	...	...	...	715 2,358	1,618	102	1,516	...	93·69
INTERNAL. N.-W. P., ...	1871-72, ..	1,073	...	...	352	24	...	113 489	569	58	468	43	88·97
	1870-71, ..	1,407	...	...	437	53	...	142 632	767	58	709	...	91·7
	1869-70, ...	1,167	...	...	416	57	...	124 577	590	72	518	...	87·79
	1868-69, ...	1,376	..	...	311	9	...	206 526	850	210	640	...	75·29
Oudh, ...	1871-72, ...	345	...	...	189	3	...	10 202	142	4	129	9	96·99
	1870-71, ...	285	...	...	126	...	...	11 137	148	4	144	...	97·0
	1869-70, ..	2,075	...	...	1,608	3	...	85 1,696	379	33	346	...	91·29
	1868-69, ..	1,265	...	...	467	7	...	181 655	610	102	508	...	83·27
Total, ...	1871-72, ..	1,418	...	...	541	27	...	123 691	711	62	597	52	90·59
	1870-71, ...	1,692	...	...	563	53	...	153 769	915	62	853	...	93·22
	1869-70, ...	3,242	...	...	2,024	40	...	209 2,273	969	105	864	...	89·16
	1868-69, ..	2,641	...	...	768	16	...	397 1,181	1,460	312	1,148	...	78·63
Grand Total, ...	1871-72, ...	6,031	882	1,217	1,146	27	...	231 3,503	2,512	166	2,278	68	93·2
	1870-71, ..	5,130	152	1,077	1,011	53	...	429 2,722	2,400	129	2,271	...	94·62
	1869-70, ...	6,972	6	1,546	2,024	40	...	934 4,550	2,422	142	2,280	...	94·13
	1868-69, ...	6,617	117	1,526	768	16	...	1,112 3,539	3,078	414	2,664	...	86·55
Berar, ...	1871-72, ...	166	2	2	...	...	3	23 130	36	11	25	...	69·44
	1870-71, ..	154	3	123	...	...	...	7 133	21	5	16	...	76·19
	1869-70, ...	137	1	97	...	...	...	8 106	31	13	18	...	58·06
	1868-69, ...	298	6	195	...	...	...	28 229	69	25	44	...	63·77

*Salt weighing less than 1 Seer. †Salt weighing less than 5 Seers.

ANNEXURE XI.

Comparative Detail of persons imprisoned and fined for Breach of Customs Laws, during the year 1871-72.

Division.	Years.	Imprisoned in default of payment of Fines.								Paid Fines.																					
		Number imprisoned for six months.	Ditto for and above 3 months.	Ditto ditto 2 ditto.	Ditto ditto 1 ditto.	Ditto ditto 15 days.	Ditto ditto 10 days.	Below 10 days.	Total number who underwent imprisonment.	Number who paid fines of Rs. 250 and upwards.	Aggregate paid.	Above Rs. 100.	Aggregate paid.	Above Rs. 50 and up to Rs. 100.	Aggregate paid.	Above Rs. 30 and up to Rs. 50.	Aggregate paid.	Above Rs. 20 and up to Rs. 30.	Aggregate paid.	Above Rs. 10 and up to Rs. 20.	Aggregate paid.	Above Rs. 5 and up to Rs. 10.	Aggregate paid.	Up to Rs. 5.	Aggregate paid.	Total who paid fines.	Aggregate paid.	Average fines.
Shahpur, ...	1871-72, ...	...	2	3	1	...	...	...	7	...	...	...	...	...	...	2	90	3	85	23	415	18	174	24	58	70	822	11·74
	1870-71, ...	...	...	2	2	1	...	...	4	...	...	...	...	1	75	1	40	3	90	16	285	9	87	25	64	50	641	11·66
	1869-70, ...	...	2	1	3	...	...	...	6	...	...	...	...	...	...	...	...	...	...	12	138	7	41	19	39	38	218	5·74
	1868-69, ...	2	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	15	235	10	70	11	58	3	3	39	366	9·38
Multan, ...	1871-72, ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	130	5	125	7	85	2	14	...	...	17	354	20·82
	1870-71, ...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	2	74	2	50	2	29	4	40	4	20	14	213	15·21
	1869-70, ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	50	1	30	5	80	2	16	1	5	10	181	18·10
	1868-69, ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	50	2	50	5	50	1	5	9	28	18	183	10·16
Hissar, ...	1871-72, ...	20	10	4	29	16	...	6	85	...	...	...	...	...	...	3	120	9	245	12	189	32	286	19	69	75	909	12·12
	1870-71, ...	14	10	2	19	14	12	7	78	...	...	...	...	1	100	2	100	1	25	8	125	8	67	20	66	40	483	12·7
	1869-70, ...	11	3	17	14	20	7	16	88	...	...	...	...	3	300	...	...	2	55	2	30	10	93	9	26	26	504	19·38
	1868-69, ...	3	2	11	4	13	...	2	35	...	...	...	...	...	...	2	70	11	250	4	50	8	54	10	37	35	461	13·17
Delhi, ...	1871-72, ...	...	4	2	30	4	...	2	42	...	...	1	150	...	...	2	80	2	40	27	285	9	53	8	34	49	642	13·10
	1870-71, ...	2	2	4	26	28	...	...	62	...	...	...	...	...	...	2	100	3	80	29	507	27	245	25	114	86	1,046	12·16
	1869-70, ...	...	17	3	46	8	7	...	81	...	...	...	...	...	...	7	270	2	50	19	347	19	180	21	73	68	920	13·53
	1868-69, ...	5	8	6	29	6	2	...	56	...	...	2	300	...	...	2	100	2	50	21	249	10	53	7	21	44	773	17·57
Total, ...	1871-72, ...	20	16	9	60	21	...	8	134	...	...	1	150	...	...	10	420	19	495	69	974	61	527	51	161	211	2,727	12·92
	1870-71, ...	16	12	8	47	42	13	7	145	...	...	...	...	2	175	7	314	9	245	55	946	48	439	74	264	195	2,383	12·22
	1869-70, ...	11	22	24	63	28	14	16	175	...	...	...	...	3	300	8	320	5	135	38	595	38	330	50	143	142	1,823	12·83
	1868-69, ...	10	10	17	33	19	2	2	93	...	...	2	300	...	...	5	220	30	585	40	419	30	170	29	89	136	1,783	13·11

Agra, ...	1871-72,	...	...	1	4	33	12	2	22	74	...	...	...	...	...	...	...	...	3	65	14	165	32	176	10	19	59	425	7·20
	1870-71,	...	1	...	1	13	49	3	3	70	...	...	...	...	...	...	...	...	14	414	3	47	15	133	58	232	90	826	9·17
	1869-70,	...	3	1	2	51	27	3	17	104	...	...	1	200	1	80	4	200	11	245	7	108	13	98	37	146	74	1,077	14·55
	1868-69,	...	...	1	9	31	14	8	4	67	...	...	...	...	3	300	1	50	5	125	16	257	35	320	26	98	86	1,150	13·37
Jhansi, ...	1871-72,	...	14	4	5	13	1	...	4	41	...	...	...	...	...	...	...	...	21	387	12	168	68	583	15	38	116	1,176	10·10
	1870-71,	...	5	...	9	4	40	14	5	77	...	...	...	...	2	200	...	...	3	75	7	115	31	292	22	92	65	774	11·90
	1869-70,	...	3	1	7	19	66	15	3	113	...	...	...	...	...	...	...	...	...	...	5	91	12	117	31	132	48	340	7·8
	1868-69,	...	4	4	14	48	96	10	6	182	...	...	...	...	...	...	2	100	...	...	12	142	38	255	18	38	70	535	7·64
Total, ...	1871-72,	...	14	5	9	46	13	2	26	115	...	...	...	...	...	...	...	...	24	452	26	333	100	759	25	57	175	1,601	9·15
	1870-71,	...	6	...	10	17	89	17	8	147	...	...	...	...	2	200	...	...	17	480	10	162	46	425	80	324	155	1,600	10·32
	1869-70,	...	5	2	9	70	93	18	20	217	...	...	1	200	1	80	4	200	11	245	12	199	25	215	68	278	122	1,417	11·61
	1868-69,	...	4	5	23	79	110	18	10	249	...	...	...	...	3	300	3	150	5	125	28	399	73	575	44	136	156	1,685	10·80
Sagar, ...	1871-72,	...	18	89	73	8	4	...	...	192	...	...	...	...	1	100	13	540	23	505	192	2,333	35	186	4	11	268	3,675	13·71
	1870-71,	...	6	28	56	85	8	...	...	183	...	...	...	...	...	...	2	100	5	125	24	377	53	488	22	77	106	1,167	11·1
	1869-70,	...	4	6	36	50	108	3	...	207	...	...	...	...	1	100	3	140	6	150	23	405	49	474	22	99	104	1,368	13·15
	1868-69,	...	1	...	15	46	119	25	11	217	1	300	2	450	...	...	23	970	21	549	55	861	67	611	92	352	261	4,093	15·68
Hoshangabad, ...	1871-72,	...	...	...	2	6	3	...	4	15	...	...	...	...	...	...	5	170	14	335	35	382	12	61	6	17	72	965	13·40
	1870-71,	...	...	...	...	2	2	...	...	4	...	...	...	...	...	...	...	...	...	...	2	40	15	146	33	140	50	326	6 52
	1869-70,	...	...	...	...	...	3	2	2	7	...	...	...	...	1	100	...	...	4	100	5	69	8	70	51	159	69	498	7·21
	1868-69,	...	...	...	...	...	4	2	1	7	...	...	...	...	2	175	2	80	7	190	26	388	20	178	21	83	78	1,094	14·02
Nagpur, ...	1871-72,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	10	3	15	4	25	6 25
	1870-71,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	10	2	10	5·
	1869-70,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	20	4	36	25	65	30	121	4·3
	1868-69,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	50	1	25	1	15	4	40	31	136	38	266	7·0
Raipur, ...	1871-72,	...	...	...	...	...	2	5	15	22	...	...	...	...	...	...	...	...	2	52	3	50	11	94	457	1,127	473	1,323	2·79
	1870-71,	...	...	...	...	...	4	12	17	33	...	...	...	...	...	...	...	...	1	30	4	60	17	145	356	746	378	981	2·59
	1869-70,	...	...	...	...	1	1	5	24	31	...	...	1	150	...	...	3	150	3	85	9	165	39	336	245	583	300	1,469	4·89
	1868-69,	...	...	...	...	...	1	3	5	9	...	...	...	...	...	...	3	150	7	175	63	325	51	478	142	436	266	1,564	5·88
Total, ...	1871-72,	...	18	89	75	14	9	5	19	229	...	...	...	...	1	100	18	710	39	892	230	2,765	59	351	470	1,170	817	5,988	7·35
	1870-71,	...	6	28	56	87	14	12	17	220	...	...	...	...	...	...	2	100	6	155	30	477	85	779	413	973	536	2,484	4·63
	1869-70,	...	4	6	36	51	112	10	26	245	...	...	1	150	2	200	6	290	13	335	38	659	100	916	343	906	503	3,456	6·87
	1868-69,	...	1	...	15	46	124	30	17	233	1	300	2	450	2	175	29	1,250	30	939	145	1,589	142	1,307	266	1,007	643	7,017	10·91
Total Line and Mines,...	1871-72,	...	52	110	93	120	43	7	53	478	...	...	1	150	1	100	28	1,130	82	1,839	325	4,072	220	1,637	546	1,388	1,203	10,316	8·57
	1870-71,	...	28	40	74	151	145	42	32	512	...	...	...	...	4	375	9	414	32	889	95	1,585	179	1,643	567	1,561	886	6,467	7·30
	1869-70,	...	20	30	66	184	233	42	62	637	...	...	2	350	6	580	18	810	29	715	88	1,453	163	1,461	461	1,327	767	6,696	8·73
	1868-69,	...	15	15	55	15	253	50	29	575	1	300	4	750	5	475	37	1,620	71	1,649	213	2,407	245	2,052	359	1,232	935	10,485	11·21

ANNEXURE XI.—(*concluded*).

Comparative Detail of persons imprisoned and fined for Breach of Customs Laws, during the year 1871-72.

Division.	Years.	Imprisoned in default of payment of Fines.							Paid Fines.																	
		Number imprisoned for six months.	Ditto for and above 3 months.	Ditto ditto 2 ditto.	Ditto ditto 1 ditto.	Ditto ditto 15 days.	Ditto ditto 10 days.	Below 10 days.	Total number who underwent imprisonment.	Number who paid fines of Rs. 250 and upwards.	Aggregate paid.	Above Rs. 100.	Aggregate paid.	Above Rs. 50 and up to Rs. 100.	Aggregate paid.	Above Rs. 30 and up to Rs. 50.	Aggregate paid.	Above Rs. 20 and up to Rs. 30.	Aggregate paid.	Above Rs. 10 and up to Rs. 20.	Aggregate paid.	Above Rs. 5 and up to Rs. 10.	Aggregate paid.	Up to Rs. 5.	Aggregate paid.	Total who paid fines.	Aggregate paid.	Average fines.
North-Western Provinces.	1871-72, ...	7	23	74	63	20	3	3	193	1	500	...	...	2	125	10	310	40	900	77	949	88	537	55	164	273	3,485	12·76
	1870-71, ...	12	33	70	99	10	1	2	227	...	...	...	...	16	1,122	17	584	43	997	100	1,184	97	572	82	273	355	4,732	13·33
	1869-70, ...	...	27	71	81	11	1	5	196	...	...	3	400	...	...	6	225	30	620	112	1,293	101	514	70	178	322	3,270	10·15
	1868-69, ...	1	32	74	99	24	...	6	236	...	...	1	108	10	505	4	140	24	515	120	1,266	118	654	127	362	404	3,550	8·78
Oudh, ...	1871-72, ...	1	6	20	20	13	...	2	62	...	...	...	...	1	100	4	140	4	80	12	140	21	127	25	64	67	651	9·71
	1870-71, ...	2	9	8	19	7	1	...	46	...	...	...	...	6	350	2	60	16	321	14	170	26	152	15	43	79	1,096	13·87
	1869-70, ...	2	14	17	63	75	31	8	210	...	...	2	350	...	...	...	...	7	160	32	411	58	347	32	101	131	1,369	10·43
	1868-69, ...	7	38	30	51	27	4	5	162	...	...	3	550	7	360	10	335	37	821	99	1,138	110	655	80	226	346	4,085	11·80
Total, ...	1871-72, ...	8	29	94	83	33	3	5	255	1	500	...	...	3	225	14	450	44	980	89	1,089	109	664	80	228	340	4,136	12·16
	1870-71, ...	14	42	78	118	17	2	2	273	...	...	...	...	22	1,472	19	644	59	1,318	114	1,354	123	724	97	316	434	5,828	13·42
	1869 70, ...	2	41	88	144	86	32	15	406	...	...	5	750	...	...	6	225	37	820	144	1,704	159	861	102	279	453	4,639	10·24
	1868-69, ...	8	70	104	150	51	4	11	398	...	...	4	658	17	865	14	475	61	1,336	219	2,404	228	1,209	207	588	750	7,535	10·4
Grand Total, ...	1871-72, ...	60	139	187	203	76	10	58	733	1	500	1	150	4	325	42	1,580	126	2,819	414	5,161	329	2,301	626	1,616	1,543	14,452	9·36
	1870-71, ...	42	82	152	269	162	44	34	785	...	...	...	...	26	1,844	28	1,058	91	2,207	209	2,939	302	2,367	664	1,877	1,320	12,295	9·31
	1869-70, ...	22	71	154	328	319	74	75	1,043	...	...	7	1,600	6	580	24	1,035	66	1,535	232	3,157	322	2,322	563	1,606	1,220	11,335	9·28
	1868-69, ...	23	85	159	308	304	54	40	973	1	300	8	1,408	22	1,340	51	2,095	132	2,985	432	4,811	473	3,261	566	1,820	1,685	18,020	10·74
Berar, ...	1871-72, ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	100	8	201	7	80	4	20	4	13	25	414	16·56
	1870-71, ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	35	1	30	2	40	...	...	10	50	14	155	11·7
	1869-70, ...	...	...	...	...	...	1	2	3	...	...	1	150	...	...	2	60	2	40	2	30	3	15	4	12	14	307	21·93
	1868-69, ...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	3	140	1	25	7	125	7	86	17	64	35	440	12·57

ANNEXURE XII.

Statement showing the total quantity of Goods confiscated on which double Duty was levied in 1871-72 *and three previous years.*

Division.	Years.	CONFISCATION.						Total value of Confiscation.	DOUBLE DUTY.						Total of extra duty so levied.
		Salt.			Sugar.				Salt.			Sugar.			
		Cases.	Quantity.	Value.	Cases.	Quantity.	Value.		Cases.	Quantity.	Amount of extra duty so levied.	Cases.	Quantity.	Amount of extra duty so levied.	
Shahpur, ...	1871-72, ...	169	69·82	63·59	...	...	...	63·59	4	·4	1·21	...	...	...	1·21
	1870-71, ...	166	184·94	159·98	...	...	...	159·98	13	1·2	3·4	...	...	...	3·4
	1869-70, ...	134	45·06	3·49	...	...	...	3·49	19	1·23	3·71	...	...	...	3·71
	1868-69, ...	155	33·66	23·70	...	...	...	23·70	12	1·87	5·63	...	...	...	5·63
Multan, ...	1871-72, ...	7	3·77	...*	8	45·46	387·61	387·61	...	...	...	21	48·67	64·97	64·97
	1870-71, ...	12	·52	...	9	10·46	131·51	131·51	...	...	...	12	9·9	8·67	8·67
	1869-70, ...	21	·57	...	4	16·15	114·26	114·26	...	...	...	4	1·29	1·22	1·22
	1868-69, ...	39	2·26	...	7	7·23	117·96	117·96	...	...	...	9	12·98	18·74	18·74
Hissar, ...	1871-72, ...	365	1,091·89	4,091·	6	2·45	17·75	4,108·75	36	6·12	36·75	83	844·96	1,124·81	1,161·56
	1870-71, ...	220	816·60	3,783·23	7	4·66	24·16	3,807·40	52	27·48	164·93	59	244·25	228·02	392·95
	1869-70, ...	312	864·	3,754·	6	4·	48·	3,802·	69	7·	41·	86	446·	347·	388·
	1868-69, ...	161	459·	1,869·	4	12·	47·	1,916·	47	10·	39·	127	633·	391·	430·
Dehli, ...	1871-72, ...	133	182·	810·	17	26·	103·8	913·8	74	184·	547·	168	399·	204·	761··
	1870-71, ...	160	188·70	896·18	21	301·5	3,552·88	4,449·06	118	1,143·11	3,429·31	203	1,648·7	920·87	4,350·18
	1869-70, ...	208	152·	714·	72	44·	235·	949·	111	822·	2,466·	247	1,029·	501·	2,967·
	1868-69, ...	181	202·	1,038·	65	17·	105·	1,143·	102	867·	2,599·	218	328·	246·	2,845·
Total, ...	1871-72, ...	674	1,347·48	4,964·59	31	73·91	509·16	5,473·75	114	190·52	594·96	272	1,292·63	1,393·78	1,988·74
	1870-71, ...	558	1,190·76	4,839·39	37	316·17	3,708·55	8,547·95	183	1,171·41	3,597·64	274	1,902·85	1,157·56	4,755·2
	1869-70, ...	675	1,061·58	4,471·49	87	58·46	414·51	4,886·	199	830·23	2,510·71	337	1,476·29	849·22	3,359·93
	1868-69, ...	536	696·92	2,930·70	76	36·23	269·96	3,200·66	161	878·87	2,643·63	354	973·98	655·74	3,239·37
Agra, ...	1871-72, ...	228	372·76	1,381·4	7	5·3	45·23	1,426·64	127	688·37	2,065·11	287	748·12	511·63	2,576·75
	1870-71, ...	215	297·43	1,443·81	13	32·50	303·33	1,747·15	129	1,176·31	7,057·93	306	614 26	637·92	7,695·85
	1869-70, ...	428	424·42	1,982·60	6	25·92	303·60	2,286·21	142	558·51	3,211·21	299	480·02	488·77	3,699·98
	1868-69, ...	262	465·45	2,978·51	20	43·95	314·13	3,292·64	153	430·17	2,571·56	288	699·9	698·43	3,269·99
Jhansi, ...	1871-72, ...	752	186·09	1,212·9	...	...	...	1,212·9	371	10·37	62·25	242	174·57	140·29	202·54
	1870-71, ...	246	88·51	600·26	5	120·12	561·67	1,161·93	85	6·53	39·83	112	194·27	207·58	247·41
	1869-70, ...	645	218·30	1,607·21	...	...	...	1,607·21	206	10·59	64·75	89	154·54	165·69	230·44
	1868-69, ...	415	312·99	2,053·95	4	36·56	128·07	2,182·02	49	3·62	14·29	113	177·87	164·63	178·92
Total, ...	1871-72, ...	980	558·85	2,594·3	7	5·3	45·23	2,639·54	498	698·74	2,127·36	529	922·69	651·92	2,779·29
	1870-71, ...	461	385·94	2,044·07	18	152·62	865·01	2,909·08	214	1,182·84	7,097·76	418	808·53	845·5	7,943·26
	1869-70, ...	1,073	642·72	3,589·81	6	25·92	303·61	3,893·42	348	569·10	3,275·96	388	634·56	654·46	3,930·42
	1868-69, ...	677	778·44	5,032·46	24	80·51	442·20	5,474·66	202	433 79	2,585·85	401	877·77	863·06	3,448·91

ANNEXURE XII.—(*concluded*).

Statement showing the total quantity of Goods confiscated on which double Duty was levied in 1871-72 *and three previous years.*

Division.	Years.	CONFISCATION.						Total value of Confiscation.	DOUBLE DUTY.						Total of extra duty so levied.
		Salt.			Sugar.				Salt.			Sugar.			
		Cases.	Quantity.	Value.	Cases.	Quantity.	Value.		Cases.	Quantity.	Amount of extra duty so levied.	Cases.	Quantity.	Amount of extra duty so levied.	
Sagar,	1871-72,	315	511·22	3,800·22	5	4·14	42·44	3,842.62	83	8·93	26·99	65	40·61	20·79	47·78
	1870-71,	319	483·52	3,864·7	6	9·8	105·93	3,970.63	110	6·2	20·75	71	51·98	29·5	50·25
	1869-70,	306	527·	4,152·	5	44·	546·	4,698·	79	11·	40·	46	32·	17·	57·
	1868-69,	774	1,611·	11,916·	3	396·	3,317·	15,233·	78	49·	162·	102	75·	47·	209·
Hoshangabad,	1871-72,	66	102·54	782·23	4	4·91	79·	861·23	53	10·75	63·69	29	84·98	169·99	233·69
	1870-71,	76	153·98	1,056·28	3	2·6	82·59	1,138·87	64	246·72	1,062·2	30	99·15	197·74	1,259·94
	1869-70,	133	182·	1,325·	2	17·98	409·	1,734·	81	240·	863·	33	100·	193·	1,056·
	1868-69,	81	132·	1,123·	1	13·	2·	1,125·	30	16·	96·	15	147·	295·	391·
Nagpur,	1871-72,	6	9·93	97·27	...	...	...	97·27	14	8·7	26·28	1	·2	·4	26·68
	1870-71,	18	3·94	23·39	...	...	...	23·39	16	1·97	5·93	1	·62	1·25	7·18
	1869-70,	18	18·37	237·92	...	...	...	237·92	42	61·84	183·54	12	52·99	104·49	288·03
	1868-69,	44	45·95	281·92	2	4·55	37·37	319·29	58	134·73	461·77	14	39·18	84·2	545·97
Raipur,	1871-72,	243	1,125·34	6,305·43	...	...	...	6,305·43	155	320·37	2,468·71	2	·67	2·39	2,471·10
	1870-71,	213	635·23	4,083·94	...	...	...	4,083·94	106	104·46	627·27	2	·32	·66	627·93
	1869-70,	190	1,632·51	10,809·75	1	·05	·50	10,810·25	170	217·12	760·01	1	·12	·25	760·26
	1868-69,	237	862·64	5,840·98	...	...	...	5,840·98	193	228·35	999·96	1	·30	·6	1,000·56
Total,	1871-72,	630	1,749·03	10,985·15	9	9·05	121·44	11,106·59	305	348·75	2,585·07	97	126·46	194·17	2,779·25
	1870-71,	626	1,276·67	9,028·31	9	11·14	188·52	9,216·83	296	359·17	1,716·15	104	152·07	229·15	1,945·30
	1869-70,	647	2,359·88	16,524·67	8	62·03	955·50	17,480·17	372	529·96	1,846·55	92	185·11	314·74	2,161·29
	1868-69,	1,136	2,651·59	19,161·90	6	400·68	3,356·37	22,518·27	359	428·08	1,719·73	132	261·48	526·8	2'146·53
Grand Total,	1871-72,	2,284	3,655·36	18,544·04	47	88·26	675·83	19,219·87	917	1,238·01	5,307·39	898	2,341·78	2,239·87	7,547·28
	1870-71,	1,645	2,853·37	15,911·77	64	479·93	4,762·08	20,673·86	693	2,713·62	12,411·55	796	2,863·45	2,282·21	14,643·76
	1869-70,	2,395	4,064·18	24,586·97	101	146·41	1,673·62	26,259·59	919	1,929·29	7,633·22	817	2·295·96	1,818·42	9,451·64
	1868-69,	2,349	4,126·95	27,125·06	106	517·52	4,068·53	31,193·59	722	1,740·74	6,949·21	887	2,113·23	1,945·6	8,894·81
Berar,	1871-72,	17	25·97	308·84	...	...	...	308·84	66	19·84	68·67	...	...	...	68·67
	1870-71,	22	41·29	521·82	...	...	...	521·82	55	69·4	207·37	...	...	...	207·37
	1869-70,	49	116·94	1,230·38	...	...	...	1,230·38	64	67·26	201·74	...	...	...	201·74
	1868-69,	27	26·11	154·16	...	...	...	154·16	98	137·83	914·17	...	...	...	914·17

ANNEXURE XIII.

Statement showing the Strength and Constitution of the Force of the Inland Customs on the 1st March, 1872.

Division.	Total number of Executives sanctioned.	Total in Employ on 1st March, 1872.	Total number of Christians.	Total Number of Mussulmans.	Total number of Hindoos	Number of Brahmins.	Number of Rajpoots.	Number of Kaiths.	Number of other Hindoo Castes.	Number of residents in Districts bordering on or part of the Division.	Number of residents of distant parts.	Number of men whose families reside on the Line.
Shahpur, ...	1,250	1,246	...	804	442	135	182	114	11	969	277	165
Multan, ...	536	535	...	307	228	20	101	2	105	27	508	16
Hissar, ...	1,423	1,414	...	617	797	88	158	11	540	15	1,399	23
Delhi, ...	1,198	1,198	...	534	664	105	247	10	302	454	744	45
TOTAL, ...	4,407	4,393	...	2,262	2,131	348	688	137	958	1,465	2,928	249
Percentage, ...	...	...	...	51·49	48·50	7·92	15·66	3·11	21·8	33·34	66·65	5·66
Agra, ...	1,666	1,666	...	811	855	301	275	50	229	413	1,253	79
Jhansi, ...	1,565	1,565	...	750	815	242	404	50	119	72	1,493	166
TOTAL, ...	3,231	3,231	...	1,561	1,670	543	679	100	348	485	2,746	245
Percentage, ...	...	...	...	48·31	51·69	16·8	21·61	3·09	10·77	15·01	84·99	75·51
Sagar, ...	965	944	...	407	537	259	125	32	121	8	936	175
Hoshangabad, ...	697	697	...	306	391	152	101	25	113	...	697	83
Nagpur, ...	343	343	1	134	208	70	43	16	79	20	323	47
Raipur, ...	709	702	...	205	497	178	140	23	156	23	679	110
TOTAL, ...	2,714	2,686	1	1,052	1,633	659	409	96	469	51	2,635	415
Percentage, ...	...	...	0·03	39·16	60·79	24·53	15·22	3·56	17·46	1·89	98·1	15·45
INTERNAL.												
N.-W. Provinces, ...	1,021	1,011	5	484	522	133	123	134	132	114	897	124
Oudh, ...	308	305	1	143	161	49	20	51	41	103	202	8
TOTAL, ...	1,329	1,316	6	627	683	182	143	185	173	217	1,099	132
Percentage, ...	...	...	·45	47·65	51·90	13·83	10·87	14·06	13·14	16·49	83·51	10·03
GRAND TOTAL, ...	11,681	11,626	7	5,502	6,117	1,732	1,919	518	1,948	2,218	9,408	1,041
Percentage, ...	...	...	·06	47·32	52·62	14·90	16·51	4·45	16·76	19·08	80·92	8·95
Berar, ...	696	696	....	179	517	198	149	20	150	8	688	46
Percentage, ...	...	...	...	25·72	74·28	28·45	21·41	2·87	21·55	1·15	98·85	6·61
Sambar Lake, ...	343	321	...	178	143	25	55	12	51	246	75	...
Percentage, ...	...	...	...	55·45	44·54	7·78	17·13	3·73	15·88	76·63	23·36	...

ANNEXURE XIII.—(*Continued.*)

ANNEXURE

Statement showing the Strength and Constitution of

Division.	Superior *Sub-Assistant Patrols.*											
	Total number of Executives sanctioned.	Total number in Employ on 1st March, 1872.	Total number of Christians.	Total number of Mahomedans.	Total number of Hindoos.	Number of Brahmins.	Number of Rajpoots.	Number of Kaiths.	Number of other Hindoo Castes.	Number of residents in districts bordering on or part of the Division.	Number of residents of distant parts.	Number of men whose families reside on the Line.
Shahpur, ...	10	10	...	2	8	...	...	1	7	5	5	7
Multan, ...	8	8	...	5	3	1	...	2	...	1	7	4
Hissar, ...	9	9	...	3	6	1	4	...	1	1	8	3
Delhi, ...	6	6	1	...	5	1	...	3	1	4	2	4
Total, ...	33	33	1	10	22	3	4	6	9	11	22	18
Percentage, ...	...	...	3·03	30·3	66·66	9·09	12·12	18·18	27·27	33·33	66·66	54·54
Agra, ...	14	14	...	1	13	2	2	6	3	2	12	5
Jhansie, ...	9	9	...	2	7	...	...	5	2	...	9	3
Total, ...	23	23	...	3	20	2	2	11	5	2	21	8
Percentage, ...	...	...	...	13·04	86·96	8·39	8·39	47·32	21·74	8·69	91·3	34·78
Sagar, ...	8	8	...	2	6	...	1	5	...	...	8	2
Hoshangabad, ...	7	7	...	2	5	1	1	3	...	...	7	2
Nagpur, ...	9	9	1	4	4	...	...	3	1	...	9	2
Raipur, ...	8	8	...	6	2	...	...	2	...	...	8	4
Total, ...	32	32	1	14	17	1	2	13	1	...	32	10
Percentage, ...	...	...	3·12	43·75	53·12	3·12	6·25	40·62	3·12	...	100	31·25
INTERNAL.												
N.-W. Provinces, ...	32	31	1	19	11	2	...	7	2	4	27	1
Oudh, ...	14	13	...	5	8	1	...	6	...	5	8	4
Total, ...	46	44	1	24	19	3	...	13	3	9	35	5
Percentage, ...	...	...	2·28	54·54	43·18	6·82	...	29·54	6·82	20·45	79·55	11·36
GRAND TOTAL, ...	134	132	3	51	78	9	8	43	18	22	110	41
Percentage	...	...	2·27	38·64	59·09	6·82	6·06	32·58	13·63	16·66	83·34	31·06
Berar, ...	8	8	...	4	4	...	...	4	...	...	8	4
Percentage, ...	...	...	...	50·	50·	...	...	50·	...	...	100	50·
Sambar Lake, ...	9	8	...	4	4	...	...	3	1	1	7	...
Percentage, ...	...	...	...	50·	50·	...	...	37·5	12·5	12·5	87·5	...

XIII.—(Continued.)

the Force of the Inland Customs, on 1st March, 1872.

GRADES.	*Mohurrirs.*										
	Total number of Executives sanctioned.	Total number in Employ on 1st March, 1872.	Total number of Mussulmans.	Total number of Hindoos.	Number of Brahmins	Number of Rajpoots	Number of Kaiths.	Number of other Hindoo Castes.	Number of residents in districts bordering on or parts of the Division.	Number of residents of distant parts.	Number of men whose families reside on the Line.
	28	28	11	17	6	...	...	11	17	11	13
	11	11	3	8	...	1	3	4	1	10	3
	18	18	5	13	...	3	...	10	...	18	4
	17	17	1	16	4	...	11	1	11	6	11
	74	74	20	54	10	4	14	26	29	45	31
	...	...	27·02	72·97	13·51	5·4	18·92	35·13	39·19	60·81	41·89
	33	33	10	23	...	...	20	3	13	20	14
	18	18	8	10	...	...	9	1	...	18	6
	51	51	18	33	...	...	29	4	13	38	20
	...	...	35·29	64·7	...	...	56·86	7·84	25·49	74·51	39·21
	12	12	2	10	1	...	9	...	...	12	5
	10	10	5	5	...	...	5	...	...	10	2
	8	8	6	2	...	...	2	...	...	8	3
	11	11	2	9	...	...	9	...	...	11	8
	41	41	15	26	1	...	25	...	...	41	13
	...	...	36·58	63·41	2·44	...	60·97	...	...	100	31·70
	24	23	11	12	...	1	10	1	11	12	6
	14	14	4	10	...	...	9	1	7	7	4
	38	37	15	22	...	1	19	2	18	19	10
	...	...	40·54	59·46	...	2·7	51·35	5·41	48·65	51·35	27·03
	204	203	68	135	11	5	87	32	60	143	74
	...	...	33·50	66·50	5·42	2·46	42·86	15·76	29·56	70·44	36·45
	9	9	...	9	...	...	4	5	...	9	1
	...	...	...	100	...	...	44·44	55·56	...	100	11·11
	16	11	6	5	1	...	3	1	5	6	...
	...	...	54·54	45·44	9·09	...	27·27	9·09	45·44	54·54	...

ANNEXURE XIV.

PART I.—Statement showing the Course of the Salt Trade and the Quantity on each Section of the Inland Customs Line during the year 1871-72.

Name or Division.	Name of Post.	Description and Quantity of Salt which passed each Post.												From Post.		Name of Mart within Limit to which the Salt cleared is to be sent from the post.	From Post.		Name of Commodities.	Nature of Carriage.	Average Cost of Carriage per mile.	Remarks.
		Rock Salt.	Boiled Salt or Slimy.	Sambar.	Saltagar.	Bombay or Kokan.	Sulimala.	Dideesa.	Madras or Deccan.	Pulicat or Kanara.	Sulphur Salt.	Other Salt.	Total.	Name of Mart from which the Post is supplied.	Distance in Miles.	Direction.		Distance in Miles.	Direction.				
		Maunds.											*Maunds.*								*Per md. per mile.*	
																					R. A. P.	
Khundeh closed Post.		40,509 23	...	...	...	...	...	...	...	...	...	...	40,509 23	Rawulpindee, ...	91	N. by E.	Kutcha road, ...	Carts, ...			...	...	...	...	...	Original investment.
Khewra Depôt, ...		40,839 16	...	...	...	...	...	...	...	...	...	...	40,839 16	Jhelum, ...	26	E.	Ditto, ...	Bullocks & camels.								
		20,339 32	...	...	...	...	...	...	...	...	...	...	20,339 32	Soukhur, ...	73	E. by S.	Ditto, ...	Mules & donkeys.								
		2,196 07	...	...	...	...	...	...	...	...	...	...	2,196 07	Shahpur, ...	45	S. by W.	Ditto, ...	Ditto.								
		100	...	...	...	...	...	...	...	...	...	...	100	Bhera, ...	20	Do.	Ditto, ...	Ditto.								
		4,35,750 26	...	...	...	...	...	...	...	...	...	...	4,35,750 26	Meiki, ...	19	S.	Ditto, ...	Ditto.								
		1,56,739 24	...	...	...	...	...	...	...	...	...	...	1,56,739 24	Amritsur, ...	143	S. E.	Ditto and rail, ...	Ditto.								
		20,181 01	...	...	...	...	...	...	...	...	...	...	20,181 01	Lahore, ...	110	Do.	Ditto, ...	Ditto.								
		6,282	...	...	...	...	...	...	...	...	...	...	6,282	Gujerat, ...	46	E.	Kutcha road, ...	Ditto.								
		1,40,621 01	...	...	...	...	...	...	...	...	...	...	1,40,621 01	Multan, ...	213	S. by W.	Water, ...	Ditto.								
		6,467 06	...	...	...	...	...	...	...	...	...	...	6,467 06	Cashmere, ...	220	N. E.	Kutcha road, ...	Ditto.								
		20,179 04	...	...	...	...	...	...	...	...	...	...	20,179 04	Gurdaspur, ...	130	S. E.	Ditto, ...	Ditto.								
		19,104 04	...	...	...	...	...	...	...	...	...	...	19,104 04	Ambala, ...	202	Do.	Ditto and rail, ...	Ditto.								
		25,479 04	...	...	...	...	...	...	...	...	...	...	25,479 04	Jumoo, ...	87	E.	Kutcha road, ...	Ditto.								
																S. E. by E.	Ditto, ...	Ditto.								
		10,337 08	...	...	...	...	...	...	...	...	...	...	10,337 08	Gujranwalla, ...	89	E.										
		977	...	...	...	...	...	...	...	...	...	...	977	Hansi, ...	111	N.	Ditto, ...	Ditto.								
																S. E. by E.	Do. and rail, ...	Ditto.								
		1,67,966	...	...	...	...	...	...	...	...	...	...	1,67,966	Jullundur, ...	191	E.										
		8,459 06	...	...	...	...	...	...	...	...	...	...	8,459 06	Hushiarpur, ...	201	Do.	Kutcha, ...	Ditto.								
		4,091 07	...	...	...	...	...	...	...	...	...	...	4,091 07	Ludhiana, ...	226	Do.	Kutcha and rail, ...	Ditto.								
																S. E. by S.	Kutcha, ...	Ditto.								
		20,240	...	...	...	...	...	...	...	...	...	...	20,240	Ferozepur, ...	156	S.										
																S. W. by W.	Ditto, ...	Ditto.								
		3,285 04	...	...	...	...	...	...	...	...	...	...	3,285 04	Jhung, ...	118	W.										
		4,321	...	...	...	...	...	...	...	...	...	...	4,321	Fattiwala, ...	232	S. E.	Kutcha and rail, ...	Ditto.								
		1,867	...	...	...	...	...	...	...	...	...	...	1,867	Kotgra, ...	326	E. by S.	Kutcha, ...	Ditto.								
		40	...	...	...	...	...	...	...	...	...	...	40	Montgomery, ...	180	S.	Ditto, ...	Ditto.								
		440	...	...	...	...	...	...	...	...	...	...	440	Agra, N.-W. Provinces, ...	597	S. E.	Ditto, ...	Ditto.								
		4,343 04	...	...	...	...	...	...	...	...	...	...	4,343 04	Ware-housed, local exemption.	...	...	Ditto, ...	Ditto.								
	Total, ...	9,93,754 08	...	...	...	...	...	...	...	...	...	...	9,93,754 08													
	Mahruh closed Post.																									
	Malkut ditto.																									
	Sardi Depôt, ...	35,987 32	...	...	...	...	...	...	...	...	...	...	35,987 32	Rawulpindee, ...	92	N. by E.	Kutcha road, ...	Camels, ...	...	...	...	...	...	...	...	Ditto.
		32 50	...	...	...	...	...	...	...	...	...	...	32 50	Jellum, ...	85	E.	Ditto, ...	Bullocks,								
		69 17	...	...	...	...	...	...	...	...	...	...	69 17	Shahpur, ...	50	S. by W.	Ditto, ...	Mules & donkeys.								
		19	...	...	...	...	...	...	...	...	...	...	19	Bhera, ...	20	S.	Ditto, ...	Ditto.								
		24,760 08	...	...	...	...	...	...	...	...	...	...	24,760 08	Amritsur, ...	142	S. E.	Ditto and rail, ...	Ditto.								
		10	...	...	...	...	...	...	...	...	...	...	10	Gujranwalla, ...	100	S. E. by E.										
		423 33	...	...	...	...	...	...	...	...	...	...	423 33	Hushiarpur, ...	221	E.	Kutcha, ...	Ditto.								
		1,144 07	...	...	...	...	...	...	...	...	...	...	1,144 07	Ludhiana, ...	246	Do.	Ditto, ...	Ditto.								
		634	...	...	...	...	...	...	...	...	...	...	634	Ferozepur, ...	176	Do.	Ditto and rail, ...	Ditto.								
		3,733 03	...	...	...	...	...	...	...	...	...	...	3,733 03	Warehoused.		S. E. by S.	Ditto, ...	Ditto.								
	Total, ...	66,837 03	...	...	...	...	...	...	...	...	...	...	66,837 03													
	Nurpur closed Post.																									
	Kutla ditto.																									
	Warcha Depôt, ...	127	...	...	...	...	...	...	...	...	...	...	127	Rawulpindee, ...	120	N. by E.	Kutcha road, ...	Camels & bullocks,	...	...	...	...	...	...	...	Ditto.
		12,039 07	...	...	...	...	...	...	...	...	...	...	12,039 07	Shahpur, ...	86	E.	Ditto, ...	Mules & donkeys.								
		214 03	...	...	...	...	...	...	...	...	...	...	214 03	Soukhur, ...	172	E. by S.	Ditto, ...	Ditto.								
		3,396 34	...	...	...	...	...	...	...	...	...	...	3,396 34	Kushiala, ...	29	E.	Ditto, ...	Ditto.								
		14,519 39	...	...	...	...	...	...	...	...	...	...	14,519 39	Jhung, ...	103	S. W. by W.	Ditto and water,	Ditto.								
		720 07	...	...	...	...	...	...	...	...	...	...	720 07	Muzaffurnuggur, ...	197	Do.	Ditto, ...	Ditto.								
		8,149 05	...	...	...	...	...	...	...	...	...	...	8,149 05	Multan, ...	197	Do.	Ditto, ...	Ditto.								
		1,209 20	...	...	...	...	...	...	...	...	...	...	1,209 20	Montgomery, ...	179	S. E.	Kutcha road, ...	Ditto.								
		2,259 20	...	...	...	...	...	...	...	...	...	...	2,259 20	Dera Ismail Khan, ...	300	W.	Ditto, ...	Ditto.								
		25	...	...	...	...	...	...	...	...	...	...	25	Hansi, ...	148	N. W.	Ditto, ...	Ditto.								
		3,402 03	...	...	...	...	...	...	...	...	...	...	3,402 03	Lahore, ...	110	E. by W.	Ditto, ...	Ditto.								
		72,664 08	...	...	...	...	...	...	...	...	...	...	72,664 08	Amritsur, ...	121	Do.	Do. and rail, ...	Ditto.								
		7,574 07	...	...	...	...	...	...	...	...	...	...	7,574 07	Ferozepur, ...	201	Do.	Ditto, ...	Ditto.								
		1,450 25	...	...	...	...	...	...	...	...	...	...	1,450 25	Hushiarpur, ...	264	S. E.	Kutcha road, ...	Ditto.								
		1,731	...	...	...	...	...	...	...	...	...	...	1,731	Pattiala, ...	250	S. E.	Ditto and rail, ...	Ditto.								
		819	...	...	...	...	...	...	...	...	...	...	819	Ludhiana, ...	273	S. E. by E.										
																	Ditto, ...	Ditto.								
		1,893 08	...	...	...	...	...	...	...	...	...	...	1,893 08	Bunn, ...	98	W.	Kutcha, ...	Ditto.								
		1,479 07	...	...	...	...	...	...	...	...	...	...	1,479 07	Thanesur, ...	202	S. E.	Ditto, ...	Ditto.								
		3,002 19	...	...	...	...	...	...	...	...	...	...	3,002 19	Warehoused, ...	...	...	Ditto, ...									
	Total, ...	1,35,893 20	...	...	...	...	...	...	...	...	...	...	1,35,893 20													
	Kalabagh Depôt, ...	19,092 07	...	...	...	...	...	...	...	...	...	...	19,092 07	Rawulpindee, ...	130	N. E.	Kutcha road, ...	Boats and camels.								
		3,354	...	...	...	...	...	...	...	...	...	...	3,354	Jhelum, ...	130	N. by E.	Ditto, ...	Mules & donkeys.								
		42,382 03	...	...	...	...	...	...	...	...	...	...	42,382 03	Hansi, ...	140	N.	Ditto, ...	Bullocks.								
		581 07	...	...	...	...	...	...	...	...	...	...	581 07	Muzaffurghur, ...	190	S. W.	Water, ...	Ditto.								
		1,141 17	...	...	...	...	...	...	...	...	...	...	1,141 17	Bunn, ...	99	W.	Kutcha, ...	Ditto.								
		7,636	...	...	...	...	...	...	...	...	...	...	7,636	Dera Ismail Khan, ...	90	Do.	Water, ...	Ditto.								
		2,259 17	...	...	...	...	...	...	...	...	...	...	2,259 17	Warehoused, ...	...	...	...	Ditto.								
		567 33	...	...	...	...	...	...	...	...	...	...	567 33	Dera Ghazi Khan, ...	190	W.	Water, ...	Ditto.								
	Total, ...	77,607 24	...	...	...	...	...	...	...	...	...	...	77,607 24													
	Grand Total, ...	12,72,773 05	...	...	...	...	...	...	...	...	...	...	12,72,773 05													
Bhimla.	Fazilka, Arabwala, Mahud.																									
	Lambi, ...	...	...	...	...	...	...	...	...	...	...	...	15 39	15 39	Bhimli, ...	32	S.	Kutcha road, ...	Camels, ...	0 3 0	Bhaimla, ...	22	E.	Kutcha road,	Camels, ...	2 anas, ..	No salt passes by this post. The quantity entered is the salt seized in attempts at smuggling.
	Dabwali, ...	...	...	...	...	...	...	...	...	...	...	...	3 60	3 60	Chawalla, ...	14	S.S.W.	Village track, ...	Head-loads, ...	0 3 0 Camel-load of 6 maunds.	Dabwalee,	...	...	...	...	...	Original investment.
															Idoke, ...	14	S. W.									
															Sadhowala, ...	26	S.S.E.									
	Odhan, ...	...	...	...	...	...	...	...	...	...	...	...	0 03	0 03	Rasoolah, ...	15	S. W.	Kutcha road, ...	Camels, ...	0 0 2 per mile.	Villages below the line.	...	...	...	...	...	Salt comes on camels or bead-loads.
	Carried over, ...	...	...	...	...	...	...	...	...	...	...	...	...													

ANNEX[illegible]E XIV.—*(Continued).*

PART I.—Statement showing the course of the Salt Trade and Quantity crossing each Section of the Inland Customs Line during the year 1871-72.

Name of Division	Name of Port.	Description and Quantity of Salt which passed each Port: Rock Salt.	Bhimbhir or Bhurpur.	Sambur.	Pullungaon.	Bunkey or Kokra.	Sulimba.	Didwana.	Medta or Beawar.	Pachbadra or Kanoda.	Sale-gurra Pach.	Other Salt.	Total.	Name of Salt Mart from which the Port is supplied.	From Port. Distance in Miles.	From Port. Direction.	Nature of Communication.	Means of Carriage.	Average Cost of Carriage in Anna.	Name of Mart within Line to which the salt coming by the Port finds its way.	From Port. Distance in Miles.	From Port. Direction.	Nature of Communication.	Means of Carriage.	Average Cost of Carriage per Mile.	Remarks.
		Maunds.		*Maunds.*	*Maunds.*		*Maunds.*	*Maunds.*		*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*						*For md. per mile.*						*For md. per mile.*	
	Brought forward,	...	...	...	...	...	...	...	...	...	...	...	...													
Rohtak—(concluded).	Sohawalla	...	...	...	...	...	...	...	...	...	...	47·09	47·09	Sirsa, ... Rewarish, ...	70 / 15	S. E. / S.	Kutcha road, ... Ditto, ...	Camels, ... Ditto, ...	2 pice, ... / 2 „ ...	Villages within Jhajjhar.	71	N.	Kutcha road.	Camels, ... Bullocks.	5 pice, ...	Salt comes as a return freight, the camels taking grain to Sirsa and Rewarish.
	Dabi,	...	...	...	...	...	...	...	...	...	...	300·26	300·26	Sirsa ... Ellenabad, ...	Cos. 5 / 25	S. W. / Do.	Ditto, ...	Ditto, ...	*For md. per cos.* 1 pice, ... / *For md. per mile.*	Peras, ... Fattehabad, ...	70 / 15	N.N.E. / N. W.	Kutcha road.	Camels, ...	*For md. per cos.* / *For md. per mile.*	Original investment, but camels frequently return with ghee and grain, &c.
	Jodhia,	...	...	...	...	...	...	18·9	...	...	...	603·18	622·13	Sirsa, ...	14	W.	Ditto, ...	Ditto, ...	1 pice, ...	Fattehabad, ...	15	E.	Ditto, ...	Ditto, ...	1 pice, ...	As a return freight. The original investment being ghee, mooug, moth, hemp, and cotton, &c.
	Bhattu,	...	...	...	...	...	...	1·21	...	...	...	51·15	52·36	Sirsa, ...	30	Do.	Ditto, ...	Ditto, ...	2 annas, ...	Fattehabad, ...	15	N. E.	Ditto, ...	Ditto, ...	1 anna, ...	As a return freight. The original investment being ghee, cotton, oils, and grain.
	Lodwi,	...	...	...	29·60	...	...	5,329·71	...	...	...	267·69	5,624·70	Bahamund, ...	12	Do.	Ditto, ...	Ditto, ...	1 „ ...	Villages ... ho line.	30	S.	Ditto, ...	Ditto, ...	6 pice, ...	As an original investment.
	Kosrie,	...	...	...	...	...	...	10,867·17	...	...	...	64·73	10,931·90	Bahamund, ...	12	D a o S.	Village track, ...	Carts and camels,	1 „ ...	Thanesir, ... Shandee, ...	24 / 30	N. E. / E.	Ditto, ...	Carts a n d camels.	1 „ ...	As an original investment. The carts and camels, &c., return with sugar and grain.
	Hansi,	...	...	...	1·50	...	...	4,554·18	...	...	...	100·30	4,656·98	Bhiwanee, ... Bahamund, ...	21 / 30	S. E. / W.	Kutcha road, ... Ditto, ...	Camels, ... and ...	2 „ ... / 2½ „ ...	Hansie, ... Kurnal, ...	7 / 41	N. / S.	Kutcha road.	Camels, ... Ditto, ...	2 pice, ... / 6 annas, ...	Salt mostly comes as an original investment. The carts and camels return with sugar, grain, and sundries.
	Mundahal,	...	...	...	1,059·	...	...	84,699·23	...	...	...	8·00	85,766·73	Bhiwanee, ...	11	S. E.	Ditto, ...	Ditto, ...	3 „ ... / 6 „ ...	Shandee, ...	30	Do.	Ditto, ...	Ditto, ...	1 pice, ...	Chiefly original investment. The carriages generally return with sugar; salt however is sometimes brought as a return freight in carts that have taken sugar.
	Mahim,	...	...	...	2,351·	...	...	61,012·	...	...	...	302·	76,256·	Bhiwanee, ...	14	S. W.	Kutcha road, ...	Carts, ...	¼ pice, ...	Saharanpur, ...	120	N. E.	Partly pucca & kutcha.	Carts, ...	½ pice, ...	Salt is an original investment. The return carts bring sugar.
																		Camels, ...	1½ „ ...	Shandee, ...	30	Do.	Kutcha, ...	Camels ...	1 „ ...	
																		Donkeys, ...	½ „ ...	Kurnal, ...	41	Do.	Ditto, ...	Donkeys, ...	½ „ ...	
	Bassana,	...	...	...	45,445·	...	33	...	...	...	...	126·	1,16,831·	Bhiwanee, ...	18	S.	Kutcha, ...	Chiefly carts, occasionally Camels.	1 anna, ...	Kurnal, ... Jeenaband, Shandee, ... Meerut, ... Saharanpur, ... Delhi, ...	41 / 30 / 30 / 60 / 120 / 70	S. / Do. / Do. / Do. / Do. / Do.	Kutcha road.	Camels, ... Carts and camels.	2½ pice, ... / 0 4 „ / 0 4 „ / 0 4 „ / 0 4 „	Original despatch, returning with sugar, oil, cotton, &c.
		Total,	...	...	54,025·19	33	...	...	5,35,324·04	...	...	...	1,362·26	2,91,572·50												
Hissar.	Awul,	...	...	...	44,500·	...	...	...	58,901·	...	173·	...	2,259·	1,26,877·	Bhiwanee, ...	20	S. W.	Kutcha road, ...	Carts and camels,	An average of 1 pice.	Hairwa, ... Sheerilly, ... Bhahjhinghi, ... Lookhapur, ...	12 / 12 / 12 / 12	Do. / Do. / Do. / Do.	Kutcha road, Ditto, ... Ditto, ... Pucca and kutcha.	Cart and camel, Carts, ... Ditto, ... Camels and		
																				Allahabad, ... Mirzapur, ... Cawnpur, ... Jubbulpore, ...	440 / 500 / 450 / 600	Do. / Do. / Do. / Do.	Ditto, ... Ditto, ... Ditto, ... Ditto, ...	Ditto, ... Ditto, ... Ditto, ... Ditto, ...		Salt is an original investment. The returning carts bring sugar and saltpetre.
																				Shahpur, ... Bareilly, ... Dewgaon, ... Fullahabad, ...	12 / 12 / 12 / 12	Do. / Do. / Do. / Do.	Kutcha, ... Ditto, ... Ditto, ... Pucca and kutcha.	Carts and Camels. Ditto, ... Ditto, ... Ditto, ...		
	Bari,	...	...	...	1,67,807·	...	...	...	48,750·	...	300·	21·	2,012·	2,18,941·	Bhiwanee, ...	30	S. W.	Ditto, ...	Ditto, ...	·60 of a pice.	Delhi, ...	30	N. E.	Kutcha, ...	Ditto, ...	0·78 pie, ...	Salt is an original investment. The returning carts bring sugar and saltpetre.
	Jhajjar,	...	...	...	2,451·76	67,821·27	...	...	259·50	...	...	...	...	70,531·47	Bewanee, ... Bhiwanee, ... Zahedpur, ... Sylana, ...	30 / 30 / 9 / 9	S. / W. / N. / Do.	Ditto, ... Ditto, ... Ditto, ... Ditto, ...	Ditto, ... Ditto, ... Ditto, ... Ditto, ...	·0125 „ ... / ·0125 „ ... / 0·6 „ ... / 0·6 „ ...	Delhi, ...	30	N. E.	Kutcha, ...	Ditto, ...	0·071 „ ...	Salt for the most part comes as an original investment. Carriages return with rice and sugar.
	Bedli,	...	...	...	1,312·41	2,94,799·13	...	...	...	...	...	...	...	2,96,899·53	Bewanee, ... Sultanpur, ...	21 / 6	S. W. / Do.	Ditto, ...	Ditto, ...	1·03 „ ...	Sahadurgurh, Jhajjhargarh, Jhajjar, ...	17 / 30 / 30	N. / N. E. / E.	Kutcha road, Ditto, ... Ditto, ...	Carts, ...	1·03 „ ...	Salt is an original investment. The returning carts bring wheat, gram, &c.
	Garhi Harsru,	...	...	...	2,841·64	1,36,114·20	...	...	...	...	·64	...	2·75	2,61,230·96	Bewanee, ... Sultanpur, ...	21 / 6	N. W. / W.	Ditto, ...	Carts, Camels, &c.	4½ annas, ... / 1½ „ ...	Delhi, ...	30	N.	Kutcha and pucca.	Carts and camels.	2½ „ ...	Generally as an original investment, and sometimes as a return freight. The original despatch being sugar produce. The return freight salt, and also cotton.
Delhi.	Bhiwani,	...	...	...	109·	...	33·	...	1,664·	...	...	...	...	1,791·	Bewanee, ... Sultanpur, ... Nuh, ...	30 / 14 / 16	W. / S. W. / Do.	Kutcha, ...	Ditto, ...	3 „ ... / 1½ „ ... / 2 „ ...	Bawhal, ... Sahaspur, ... For consumption in neighbourhood of line. Salimba, ... Delhi, ...	... / ... / ... / 30	... / ... / ... / ...	... / ... / ... / Partly pucca and partly kutcha.	... / ... / ... / Ditto.	... / ... / ... / 1 „ ...	Salt is an original investment, and the carriage returns with sugar.
																				Sambur.						
	Sulani,	...	...	...	9,251·04	...	21·	...	880·04	...	...	...	...	10,152·09	Samlun, ...	...	...	...	...	3 „ ...	Futtiah, ...	18	N. E.	Kutcha, ...	Camels and donkeys.	2½ annas,	Original investment from this; they bring back grain and Hemna, and from the other three places only grain.
																				Tappul, ...	30	E.	Ditto, ...	Ditto, ...	2½ „ ...	
																				Khurja, ...	70	N. E.	Ditto, ...	Ditto, ...	3½ „ ...	
																				Bulandgarh,	18	E.	Ditto, ...	Ditto, ...	2½ „ ...	
																				Saharanpur.						
																				Khurja, ...	70	N. E.	Kutcha, ...	Ditto, ...	2½ „ ...	Original investment.
																				Fattehabad,	18	Do.	Ditto, ...	Ditto, ...	2½ „ ...	Returning carts bring back grain, &c.
																				Delhi, ...	84	Do.	Ditto, ...	Ditto, ...	12 „ ...	
																				Chandowsee,	111	Do.	Ditto, ...	Ditto, ...	24 „ ...	
	Palwal,	...	...	9·	5,324·	...	...	12,320·	...	...	...	...	17,647·	Nuh, ...	30	W.	Ditto, ...	Ditto, ...	2 annas, ...	Kassa, ...	30	E.	Ditto, ...	Ditto, ...		Salt is an original investment. Sugar being brought back in return.
														Bewanee, ...	68	Do.	Ditto, ...	Ditto, ...		Chandowsee,	108	N. E.	Pucca and kutcha road.	Carts and camels.	Average of 1 pie.	
														Pewsapur, ...	30	S. W.	Ditto, ...	Ditto, ...		Dhanowra,	30	Do.				
																				Pillibheet, ...	170	Do.	Ditto, ...	Ditto, ...		
																				Shahjehanpur,	180	Do.	Ditto, ...	Ditto, ...		
																				Jawra, ...	30	Do.	Ditto, ...	Ditto, ...		
	Hodal,	...	...	0·	2,949·	...	...	1,120·	...	...	...	...	4,069·	Pewsapur, ...	27	W.	Ditto, ...	Asses and Buffaloes and carts.	3 annas, ...	Tappul, ...	30	Do.	Ditto, ...	Ditto, ...		
																		Ditto, ...	Buffaloes, ...	2½ „ ...	Coel, ...	30	Do.	Ditto, ...	Ditto, ...	3 annas, ...	Camels bring sugar and return with salt. Carts generally bring grain and at times sugar and return with salt.
																				Hattrass, ...	45	S. E.	Ditto, ...	Camels and buffaloes,		
		Total,	...	...	9	2,19,424·29	5,18,809·30	...	15,400·04	54,464·50	...	324·08	21·	3,807·78	10,04,338·57												
	Brought forward,	...	...	...	...	...	...	...	...	...	...	...	...													

ANNEXURE XIV.—*(Continued.)*

PART I.—Statement showing the course of the Salt Trade and the Quantity crossing each Section of the Inland Customs Line during the year 1871-72.

State or Division.	Name of Post.	Description and Quantity of Salt which passed each Post.												Name of Salt Mart from which the Post is supplied.	From Post.		Means of Communication.	Nature of Carriage.	Average Cost of Carriage to Line.	Name of Mart within Line to which the Salt is sent by each Route.	From Post.		Means of Communication.	Nature of Carriage.	Average Cost of Carriage per mile.	Remarks.
		Rock Salt.	Bakhrain or Bhurtpur.	Sambur.	Sirsaipur.	Sindhy or Kohat.	Sculcote.	Dihlee.	Mallee or Bagwar.	Pachbhadra or Kohat.	Saligram Salt.	Other Salt.	Total.		Distance in Miles.	Direction.					Distance in Miles.	Direction.				
				Maunds.	*Maunds.*		*Maunds.*				*Maunds.*	*Maunds.*	*Maunds.*						*Per md. per mile.*					*Per md. per mile.*	
Asia.	Kot, ...	...	93	5,135	...	...	23,012	...	...	...	...	...	28,240	Nob, ...	20	W.	Common kutcha road.	Carts and camels,	2 annas, ...	Hattrass, ...	43	S. E.	Mixed 30 pucca, 13 kutcha.	Carts and camels.	1 pie, ...	Principally original investment, sometimes return freight; when the latter, grain and sugar were the original despatch; when the latter, cart and camels return with sugar, grain, &c. Original investment only, donkeys and ponies generally all salable.
														Forozepur, ...	30	Do.	Ditto, ...	Donkeys and ponies,	2 „ 6 pice,	Shahgunj, ...	10	E.	Kutcha, ...	Do. donkeys,	1 „ „	
														Nowshera, ...	19	Do.	Ditto, ...	Ditto, ...	1 „ 4 „	Ditto, ...	...	...	Pucca.	Ponies, ...	1½ „ „	
														Fuzoolnuggur, ...	30	Do.	Ditto, ...	Ditto, ...	2 „ „	Ditto, ...	...	...	...	Ditto, ...	1½ „ „	
	Chenoolie, ...	...	55,942	30	...	...	1,15,058	...	...	...	...	...	1,70,930	Nob, ...	35	W.	Pucca, ...	Carts, ...	3 „ 5 pice,	Hattrass, ...	32	N. E.	Pucca, ...	Carts, ...		Original investment.
														Deeg, ...	18	S.	Ditto, ...	Ditto and camels,	1 „ 8 „	Shahjehanpur,	175	Do.	Ditto, ...	Ditto, ...		
																					Cawnpur, ...	204	E.	Ditto, ...	Ditto, ...		
																					Fyzabad, ...	321	Do.	Ditto, ...	Ditto, ...	About ½ of	
																					Ferrukabad, ...	187	Do.	Ditto, ...	Ditto, ...	4 pice.	
																					Oriaah, ...	140	Do.	Kutcha and pucca.	Ditto, ...		
																					Phillibeet, ...	223	N. E. Do.	Do. & camels.	Do. & camels.		
																					Sandila, ...	177	Do.	Ditto, ...	Ditto, ...		
	Sitlahs, ...	...	2,45,681	1,713	23	...	4,863	...	...	...	...	...	2,51,280	Deeg, ...	18	S. W.	Pucca, ...	Carts and camels,	1 anna 6 pice,	Mutra, ...	8	Do.	Pucka, ...	Carts, ...	1 pie, ...	Salt generally comes as an original investment, carts mostly return with sugar, and sometimes empty.
														Koonch, ...	30	Do.	ditto 6 pucca, 14 kutcha.	Carts, ...	1 „ 10 „	Hattrass, ...	20	E.	Ditto, ...	Ditto, ...	1 „ „	
																					Hindergunj, ...	10	N.	Ditto, ...	Ditto, ...	1 „ „	
														Noh, ...	64	Do.	Kutcha, ...	Ditto, ...	2 „ 6 „	Gangunj, ...	20	N. E.	Ditto, ...	Ditto, ...	1 „ „	
														Jeypur, ...	140	Do.	Miles 40 kutcha, 40 pucca.	Carts and buffaloes.	14 „ „	Fyzabad, ...	269	E.	Ditto, ...	Ditto, ...	2 „ „	
																					Bareilly, ...	170	N. E.	Ditto, ...	Ditto, ...	1 „ „	
																					Shahjehanpur,	206	N.	Ditto, ...	Do. & camels.	1 „ „	
																					Kampoor, ...	120	N.	Ditto, ...	Carts, ...	1 „ „	
																					Phillibeet, ...	225	N.	Ditto, ...	Ditto, ...	1 „ „	
	Tarai, ...	...	57,330	20,007	...	...	...	...	...	...	...	...	77,337	Bhurtpur, ...	17	S.	Pucca, ...	Chiefly carts and camels.	1 pie, ...	Hattrass, ...	24	N. E.	Ditto, ...	Chiefly carts and camels.	1 „ „	Salt generally comes as an original investment, and sometimes as a return freight for sugar and grain.
	Farrah, ...	...	1,037	84	...	...	4,852	...	...	...	...	...	5,973	Bukhtegurh, ...	30	W.	Kutcha, ...	Carts, ...	1 pie, ...	Agra, ...	20	E.	Ditto, ...	Carts, ...	1 „ „	Salt generally comes as an original investment. The returning carts being sugar and grain.
														Bhurtpur, ...	16	S. W.	Ditto, ...	Ditto, ...	1 pie, ...							
														Noh, ...	72	W.	Ditto, ...	Ditto, ...	1 pie, ...							
	Bishpur, ...	...	2,83,260	1,95,159	11	...	...	...	...	...	...	...	7,78,431	Sambur Lake, ...	148	Do.	Partly pucca partly kutcha, ...	...	...	{ Agra, ...	7	E.				
														Jeypur, ...	108	Do.	Grassland, ...	...	...	{ Cawnpur, ...	180	Do.				
														Deeg, ...	55	Do.	Kutcha, ...	...	...	{ Cawnpur, ...	75	Do.				
														Bukhtegurh, ...	60	Do.	Ditto, ...	...	...	{ Allahabad, ...	140	Do.				
														Koonch, ...	30	Do.	Ditto, ...	Chiefly carts and occasionally donkeys.	1 pie, ...	{ Lucknow, ...	300	Do.	Metalled road.	Carts, camels, and bullocks.	2 „ „	The Bullocks will generally come as an original investment on large and small sized carts and camels. The small sized carts sometimes return with a freight of sugar, refined and unrefined. Large carts generally return unladen.
														Jeypur, ...	20	Do.	Grassland, ...			{ Bareilly, ...	220	Do.				
														Jeypur, ...	32	Do.	Kutcha, ...			{ Shahjehanpur,	230	Do.				
														Bukhtabhur, ...	25	Do.	Ditto, ...			{ Bareilly, ...	150	Do.				
														Dehra, ...	55	Do.	Ditto, ...			{ Bhimpoor, ...	185	Do.				
														Ghat, ...	30	Do.	Ditto, ...			{ Ghazipur, ...	220	Do.				
	Malpura, ...	...	323	6,973	...	...	...	...	...	3	...	...	7,299	Bhurtpur, ...	30	W.	Miles 14 kutcha, 16 pucca.	Bullocks, ...	2 annas, 6 pie,	Agra, ...	6	N.	Miles 9 kutcha, 4 pucca.	Bullocks, ...	3 „ „	As an original investment.
														Kurowlee, ...	72	S. W.	Miles 44 kutcha, 28 pucca.	Ditto and camels,	14 „ 6 pie, and	Agra, ...	6	Do.			3 „ „ and	As an original investment; return freight being sometimes sugar.
	Kukrabah, ...	...	154	...	...	...	...	...	...	...	...	...	154	Bhurtpur, ...	30	Do.	Miles 30 installed, 8 kutcha.	Bullocks and bandy loads.	1 4 4	...	6	Do.	Ditto, ... Metalled road.	Do. & camels, Bullocks and head-loads.	6 „ 01	As an original investment, nothing being taken back in return.
														Sadoolehera, ...	14	Do.	Kutcha and village road.	Ditto, ...	0·32	Agra, ...						
														Bhurtpur, ...	36	W.	Kutcha, ...	Bullocks and carts,	0·14	Mallee, ...	4	N. E.	Kutcha, ...	Bullock and carts.	1 pie, ...	As an original investment: nothing comes in return.
	Dhunsari, ...	...	626	...	...	...	...	...	...	...	...	...	626	Bhurtpur, ...	78	S. W.	Miles 16 pucca, 62 kutcha.	Ditto, ...	1 pie, ...	...	...	...	...	...	...	Salt comes as a return freight, cereals of course kinds are the original investment.
	Fatehabad, ...	...	1,120	8	...	...	...	...	...	...	...	...	1,128	Bhurtpur, ...	85	W.	Kutcha and pucca.	Bullocks and camels.	1 pie, ...	Bah, Runaour,	Pucca 100	N.	Ditto, ...	Bullocks, ...	9 „ „	Bullocks and camels go empty and return with salt.
	Bah, ...	...	1,172	22	...	...	...	...	...	...	...	...	1,194													
	Surafial, ...	...	...	...	...	...	...	...	...	...	...	...	...													Single trading post.
	Bastipore, ...	...	...	...	...	...	...	...	...	...	...	...	...													
	Chaikaroggar, ...	...	...	...	...	...	...	...	...	...	...	...	...													
	Total, ...	...	10,47,240	3,24,057	102	...	1,43,946	...	...	...	3	...	14,31,350													
Jaunsa.	Jagamanpur, ...	...	...	...	...	...	...	...	...	...	...	9·23	9·23	Biswarie, ...	14	S. W.	...	Bullocks and ponies,	1 annas, 9 pie,	...	...	...	...	...	...	Original investment. The traders hire the carriages from the village of Jagamanpur.
														Gurrumah, ...	16	Do.	...	Asses, ...	1 „ 9 „	...	...	...	...	...	...	
	Jalaun, ...	...	...	...	...	...	...	...	...	378	...	341	1,799·53	Gudermah, ...	11	N. W.	Kutcha road,	Carts and asses, ...	1 pie, ...	...	...	...	...	...	...	Carriage goes unladen and returns with salt.
														Nuddigaon, ...	18	W.	Ditto, ...	Ditto, ...	1 „ ...	...	...	...	...	...	...	
	Kunch, ...	...	...	...	...	...	...	...	...	...	...	...	2,534·67	Jhansie, ...	23	N. W.	Ditto, ...	Carts and bullocks,	2½ „ ...	Koonch, ...	Mile. 1	N.	Cart track,	Carts, ...	*Nil.*	From Jhansie the traders engage the carts as a return freight, from Lohara as original investment.
														Lohara, ...	15	Do.	Ditto, ...	Ditto, ...	1½ „ ...							
	Ingwi, ...	...	...	...	...	...	...	...	...	...	...	...	1,301·87	Jhansie, ...	47	S. W.	Pucca road,	Carts, ...	1 „ ...	Calpee, ...	44	N. E.	Pucca road,	Ditto, ...	1 pie, ...	Original despatch, carts return empty.
	Erich, ...	...	...	...	...	...	...	...	...	...	...	...	403·84	Jhansie, ...	46	Do.	Kutcha road,	Ditto, ...	3 „ ...	Erich, ...	1	W.	Kutcha road,	Bullocks, ...	...	Salt comes as an original investment. The carriage being from those parts does not return.
	Chirgaon, ...	...	...	...	...	...	...	...	...	...	...	...	5,339·44	Jhansie, ...	19	Do.	Ditto, ...	Carts bullocks, and ponies,	2 „ ...	Goorserai, ...	20	E.	Ditto, ...	Carts, bullocks, and ponies.	7 „ ...	Sometimes salt is brought as a return freight in lots of unrefined sugar, and sometimes it is an original investment. The carts returning empty.
																				Isaut, ...	64	Do.	Ditto, ...			
																				Farookabad, ...	12	Do.	Ditto, ...			
	Carried over, ...	...	...	11,461·93	...	...	...	...	...	378	...	11·84	11417·73													

ANNEXURE XIV.—*(Continued).*

PART I.—Statement showing the course of the Salt Trade and the Quantity passing each Section of the Inland Customs Line during the year of 1871-72.—(continued).

State or Division	Name of Post.	Description and Quantity of Salt which passed each Post.												Name of Salt Mart from which the Post is supplied.	From Post.		Nature of Communication.	Nature of Carriage.	Average cost of Carriage to Mart.	Name of Mart within the Post to which the following the Post finds it most	From Post.		Nature of Communication.	Nature of Carriage.	Average Cost of Carriage per mile.	Remarks.
		Rock Salt.	Saltcake or Bitterpur.	Sambar.	Sajjiekar.	Bombay or Kohat.	Sulimala.	Dehvara.	Madras or Bombay.	Purchased or Kohat.	Saltpetre Salt.	Other Salt.	Total.		Distance in Miles.	Direction.					Distance in miles.	Direction.				
				Maunds.						*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*						*For maund per mile.*						*For maund per mile.*	
	Brought forward, ...																									
Jhansi—(concluded).	Barragaon, ...	...	...	14,309·54	...	...	...	...	...	70·97	...	...	14,432·51	Jhansi, ...	9	S. W.	Pucca and kutcha,	Carts and bullocks.	2 pies ...	Nawaree, ...	11		Kutcha road,	Carts and bullocks.	2 pies, ...	Original investment, the carts return with sugar.
	Jhansi, ...	...	...	46,229·05	...	...	...	...	...	5,719·93	...	38·93	51,947·12	Jhansi, ...	2	W.	Pucca ...	Ditto, ...	3 „ ...	Bhet, ...	68	E.	Ditto, ...	Ditto, ...	1 „ ...	
																				Mow, ...	41	Do.	Pucca, ...	Ditto, ...	1 „ ...	
																				Pritthpur, ...	32	Do.	Pucca and kutcha,	Ditto, ...	4 „ ...	Original investment from Jhansie, carts, &c., return back with oil, ghee, goor, &c.
																				Nowaree, ...	39	Do.	Ditto,		1 „ ...	
	Bebina, ...	...	...	740·06	...	...	...	...	...	...	...	...	740·06	Bhanders, ...	6	S. W.	Kutcha road, ...	Bullocks, ...	1½ „ ...	Bebeena, ...	½	Do.	Kutcha road,	Bullocks,	1½ „ ...	Salt is an original investment. The returning bullocks bring back sugar.
																				Chatterpur, ...	70	S. E.	Pucca and kutcha,	Ditto, ...	1½ „ ...	
	Talbehat, ...	...	...	849·01	...	...	...	...	...	...	...	...	849·01	Jhakura, ...	10	Do.	Ditto, ...	Ditto, ...	2·40 „ ...	Talbehat, ...	...	Close.	Up to cart track.	Lics, ...	2·40 „ ...	The despatches of salt are brought as original investment from the salt depôt.
														Bhardira, ...	10	W.	Ditto, ...	Ditto, ...	2·40 „ ...	Bhoochara,...	10	E.		bullocks,	2·40 „ ...	
	Barai, ...	...	...	636·03	...	...	...	...	...	...	...	...	636·03	Jakhora, ...	3	Do.	Ditto, ...	Ditto, ...	3 „ ...	Mehrona, ...	31	S. E.	Ditto, ...	Ditto, ...	4½ „ ...	Return freight, the original investment being "Tatpattion."
	Lalitpur, ...	...	...	6,747·08	...	...	...	...	...	582·93	...	...	7,330·01	Sumbar, ...	450	N. W.	Ditto, ...	Ditto and carts,	1 „ ...	Mehrona, ...	16	E.	Kutcha road,	Bullocks and carts.	3 „ ...	
														Jakhora, ...	12	Ditto,	Ditto, ...	Ditto, ...	3 „ ...	Tukmugurh,	45	Do.	Ditto, ...	Ditto, ...	3 „ ...	Original investment, carriage returning with sugar, grain, and agicca.
														Chandaree, ...	12	W.	Ditto, ...	Ditto, ...	3 „ ...	Kadgaon, ...	12	Do.	Ditto, ...	Ditto, ...	3 „ ...	
	Gursh, ...	...	...	839·21	...	...	...	...	...	1,240·21	...	...	2,717·21	Khurai, ...	29	S. W.	Ditto, ...	Carts and bullocks.	1 „ ...	Mahowree, ...	19	N. E.	Ditto, ...	Ditto, ...	1 „ ...	Original investment, carts being laden with sugar on return.
	Total, ...	...	...	83,551·55	...	...	...	...	...	8,350·16	8·78	50·77	92,939·46													
Sagar.	Malthon, ...	...	...	2,219·1·1	...	...	...	...	...	2,955·10·11	...	...	5,196·14·12	Khurai, ...	24	S. W.	Cart track, ...	Bullocks only, ...	1 „ ...	Merowree, ...	24	Do.	Cart track,	Bullocks only.	1 „ ...	Dependent for the most part on other investment, goor chiefly.
	Bandri, ...	...	...	105·20·9	...	...	...	...	...	120·12·13	...	...	226·0·6	Khurai, ...	19½	W.	Jungli road, ...	Pack cattle, ...	3 ans. 6 pies, or ...	Dhamoree,...	16	E.	Kutcha	Pack cattle.	11 annas,...	Salt comes as an original investment, carriage returns with miscellaneous goods
																				Rewah, ...	105	S. E.	Jungle road.			
	Sagar, ...	...	...	2,226·1·3	...	...	...	...	...	...	...	...	10,6,310·17·3	Khowlasee, ...	21	N. W.	Ditto, ...	Ditto, ...	4 annas, ...	Jubbulpur,...	117	E.	24 miles good 18 miles bad.	Bullocks,	Carriage 2 annas.	
														Puchholra, ...	400	W.	Country road, Jungli.	Bullocks, ...	Carriage about Rs. 1-6-0 to this place; per mile cannot be estimated.					bullocks, and ponies.		Salt brought as an original investment, 1½ return carriage with wheat, rice, cotton, seed, lack, goor, and tiles.
														Sumbar and Nanah, ...	100	W. E.	Ditto, ...	Ditto, ...	Carriage about 12 annas, ...	Nursingpur,	30	S. E.	Pucca and kutcha.	Ditto, ...	4 annas, ...	
														Rooseeur, ...	400	Do.	Ditto, ...	Ditto, ...	Rs. 1-4, ...	Damoh, ...	50	E.	Kutcha.	Ditto, ...	4 „ 6 pies.	
	Till, ...	...	...	0-14-3	...	...	...	...	...	125-7-13	...	...	126-12-0	Puchholra, ...	500	N. W.	Country jungli road.	Pack cattle, ...	Could not be estimated.	Behlee, ...	12	S. E.	Ditto, ...	pack cattle.	Unknown,	As an original investment, cost 1 return with grain, goor, &c.
	Gurjhanee, ...	...	...	2-15-13	...	...	...	...	...	453-14-4	...	...	456-0-0	Saglin Bonded Warehouse,	29	N.	Metalled road, ...	Ditto, ...	4 ans. 4 pies,	Goorjhanee,	...	...	...	...	...	salt comes as an original investment.
	Dpotl, ...	...	...	2-13-3	...	...	...	...	...	2,224·3·3	...	...	2,226·3·11	Dooree, ...	49	Do.	Ditto, ...	Ditto, ...	1 pie, ...	Nursingpur,	29	S. E.	Pucca and kutcha.	Carts, Bullocks and Buffaloes.		
	Tundukhera, ...	...	...	...	...	...	...	...	...	295·5·8	...	...	295·5·8	Gaddarwara, Tendukhera, Near this	31	S.	Kutcha, ...	Ditto.	1½ pie, ... 1½ „ ...							
														Dooree, ...	37	N. W.	Kutcha and pucca,	Carts, ... Bullocks, ... Buffaloes,	1½ „ ... 2½ „ ... 3½ „ ...			E.	...			Original investment.
														Keelee, ...	21	S. W.	Kutcha road, ...	Carts, ... Bullocks, ... Buffaloes, ... Ditto,	1½ „ ... 2 „ ... 1½ „ ... Ditto.							
														Dooree in Bhopal,	13	W.	Ditto, ...	Ditto, ...	2½ „ ...							
	Paloha, ...	...	...	...	...	...	...	...	...	19-36-3	...	...	19-36-3	Dooree, ...	9	N.	Ditto, ...	Carts, ... Bullocks, ... Buffaloes, ...	... ...	Gadarwarra,	17	E.	Kutcha road.	Carts, ... Bullocks, ... Buffaloes,	2 pies, ...	Salt comes as an original investment.
	Sainkhera, ...	...	...	...	...	...	...	...	...	439-5-13	...	...	439-5-13	Chatair, ...	18	N. W.	Ditto, ...	Carts, ... Bullocks, ... Buffaloes, ...	5 „ ... 2 annas, ... 4 „ ...					Bullocks, Carts, ... Bullocks,	2½ annas, 1½ „ ... 2½ „ ...	
														Dooree, ...	15	E.	Ditto, ...	Carts, ... Bullocks, ... Buffaloes, ...	3 „ ...	Sainkhera,	...	E.	Ditto, ...	Ditto, ...	2½ „ ...	Original investment.
														Godeypur, ...	9	N.	Ditto, ...	Carts, ... Bullocks, ... Buffaloes, ...	2½ „ ... 1½ „ ... 2½ „ ...	Sainkhera, ...	...	...	Ditto, ...	Ditto, ...	2½ „ ...	
	Omerdha, ...	...	...	1-38-6	...	...	...	...	...	560-6-6	...	1-35-0	564,	Chatair, ...	6	Do.	Ditto, ...	Carts, ... Buffaloes, ... Buffaloes, ...	2 pies, ...	Omerdha, ...	...	...	...	...	...	
	Total, ...	...	...	7,839·77	...	...	...	...	...	1,14,642·54	...	188	1,22,727·29													
Bundelkhand.	Mowakhera, ...	...	...	...	...	...	...	...	...	1,119·13	...	...	1,119·13	Bareilly, ...	14	Do.	Kutcha road, ...	Chiefly cattle sometimes carts.	4 annas, ...	Shohpur, ...	2	S.	Kutcha road.	Chiefly cattle, occasionally carts.	2 pie, ...	
	Patni, ...	...	...	...	...	...	...	...	...	...	...	...								Sohoypur, ...	10	S. W.	Ditto, ...	—	2½ to 3 annas, ...	Ditto.
				46·05	...	...	...	...	...	...	...	...	46·05	Bhurkuch, ...	4	N. W.	Ditto, ...	Ditto, ...	1½ „ ...	Babye, ...	6	Ditto,	Ditto, ...	Ditto,	2 pies, ...	
	Hoshangabad, ...	...	...	59·11	...	...	...	...	...	1·05·	...	...	60·16	Boodnee, ...	2	Do.	By boat across the Nerbudda and thence as town by road.	Boats, porters, and carts.	3 „ ...	Town of Hoshingabad...	1	E.	Ditto, ...	Carts, ...	1 anna 9 pies,	
	Sheopur, ...	...	...	...	...	48,319·19	...	...	...	...	...	Previously speaking there is no Salt trade at this Post.	48,319·19	Bombay, ...	413	W.	Railway, ...	Railway waggons,	Not known, ...	Harda, ...	1 m. 6 furlongs only between the two.	S. E.	Railway, ...	Railway waggon.	2 pies, ...	
	Harda, ...	...	...	...	...	...	...	...	...	...	...	...	...													
														Gujerat, ...	734	Do.	Ditto, ...	Ditto, ...	Ditto, ...	Seonee, ...	27	E.	Ditto, ...	Ditto, ...	2 annas, ...	
														Surat, ...	774	Do.	Ditto, ...	Ditto, ...	Ditto, ...	Jubulpur, ...	300	Ditto.	Ditto, ...	Ditto, ...	Not known,	
	Khandwa, ...	...	...	...	...	16,459·08	...	...	...	...	...	766·09	17,225·17	Lemon Bunder,	353	S. W.,	Ditto, ...	Ditto, ...	10 ans. 3 pies.	Town of Khandwa itself.	5	S. E.	Pucca road,	Carts, ...	3 pies, ...	Ditto
														Callian, ...	318	Inc.,	Ditto, ...	Ditto, ...	10 „ 6 „							
														Dahur, ...	346	Do.	Ditto, ...	Ditto, ...	3 „ 3 „							
	Burhanpur, ...	...	...	...	...	10,351·14	...	...	...	...	...	...	10,351·14	Cowla, ...	301	Do.	Ditto, ...	Ditto, ...	3 „ 3 „	Assurgurh,...	22	N.	Metalled road.	Carts, ...	1 anna 1 pie,	
														Tenna, ...	330	Do.	Ditto, ...	Ditto, ...	10 „ 3 „							
														Cossim, ...	277	Do.	Ditto, ...	Ditto, ...	3 „ 3 „							
														Broce Bunder,	376	Do.	Ditto, ...	Ditto, ...	3 „ 3 „							
														Dadur, ...	305	Do.	Ditto, ...	Ditto, ...	3 „ 3 „	Burhanpur, ...	2	W.	Ditto, ...	Ditto, ...	2 annas, ...	
	Total, ...	...	...	52·11	...	74,709·81	...	...	...	3,479·04	...	52,619·93	7,64,359·15													

ANNEXURE XIV.—(*Concluded*).

PART I.—Statement showing the course of the Salt Trade and the Quantity crossing each Section of the Inland Customs Line during the year 1871-72.

Name of Division.	Name of Post.	Description and Quantity of Salt which passed each Post.												From Post.					From Post.				
		Rock Salt.	Dubraiha or Black salt.	Sambar.	Saltpetre.	Bombay or Kohan.	Salsetta.	Lallowa.	Madras or Bauree.	Pondicherry or Kanara.	Saltpetre Salt.	Other Salt.	Total.	Name of Salt Mart from which the Post is supplied.	Distance in Miles.	Direction.	Means of Communication.	Nature of Carriage.	Average cost of Carriage in	Name of Mart within the limits to which the Salt crossing the Post finds its way	Distance in Miles.	Direction.	Means of Communication.	Nature of Carriage.	Average cost of Carriage per mile.	Remarks.
						Maunds.						*Maunds.*	*Maunds.*						*Per maund per mile.*						*Per maund per mile.*	
Kasera.	Chanda, ...	...	...	...	...	...	...	...	...	...	...	...	...	Calliun, ...	450	S. W.	Rail and cart road,	Rail and carts, ...	½ pice per ton to the G. I. P. Railway.	Wooni, ...	26	Due E.	Kutcha road,	Carts, ...	2 annas,	
																			By road 2 annas.	Sonbee, ...	30	N. E.				
	Dhaba, ...	...	...	...	...	...	...	...	...	...	...	...	...	Calliun, ...	About 770	Do.	Rail and partly kutcha road.	By rail to Wardha and thence by cart road to Chanda and Dhaba.	Ditto, ...	Kurrinja and village, in the neighbourhood of the line.	12	N. W.	Ditto, ...	Ditto, ...	2 „	As a return freight for all descriptions of grain.
	Chamorsi, ...	...	...	...	...	...	...	...	...	...	...	...	...	Chanda, ...	80	N.	Country cart road,	Carts, ...	2 annas,	Villages in the neighbourhood of the line.	From 2 to 25.	S. W.	Ditto, ...	Ditto, ...	2 „	As return freight for rice, tobacco and sugar.
	Garchiaroli, ...	...	...	...	...	...	...	...	...	...	...	...	...	Chanda, ...	60	Do.	Kutcha, road, ...	Ditto, ...	2 „	Gyarapur, ...	12	W.	Ditto, ...	Ditto, ...	2 „	
	Ambagurh, ...	...	...	...	...	...	...	...	...	...	...	...	...	Nagpur, ...	150	Do.	... ...	... ...	2 „	Moli, ...	24	E.				
	Calliun, ...	...	...	...	...	...	...	...	...	...	...	...	...	Bamnia, ...	30	N. W.	Water and metalled road,	Boats and country carts.	Rs. 4 per 300 maunds per sailboat and Re. 1 per 140 maunds per cart.	Bangarf, ...	16	N.	Ditto, ...	Ditto, ...	2 „	As an original investment.
														Bamondha, ...	30	Do.	Ditto, ...	Ditto, ...	Ditto.							
														Ghatchanjur, ...	30	Do.	Ditto, ...	Ditto, ...	Ditto.							
														Patroe, ...	40 road. 230 rail.	N. E.	Kutcha cart road and railway.	Country carts and railway.	By country carts annas 3-4; by rail 7 pice per ton per mile, G. I. P. and C. I. Railway.							
	Bori Bandar, ...	...	...	...	...	...	...	...	...	...	...	...	...	Ourun, ...	14	Do.	Sea, ...	Sailing boats,	Rs. 4 per 300 maunds per boat.							
														Pirin, ...	28	S. E.			Ditto.							
														Patroe, ...	140	N. W.	Country road 70 miles, Railway 70.	Ditto, ... Rail and country carts.	7 pice per ton per mile by the G. I. P. and C. I. Railway, Rs. 10 per 140 maunds per cart.							
	Ahmedabad, ...	...	...	...	...	...	...	...	...	...	...	...	...	Patroe, ...	80	Do.	30 miles rail, 40 road.	Ditto, ...	7 pice per ton per mile by the B. B. and C. I. Railway, and 2 annas per maund per mile by cart.							
	From Bombay Chowkies and Mallagur into Central Provinces, ...	...	...	...	...	4,32,467·63	...	...	...	...	...	14,370·57	4,36,794·20	Bori Bandar, ...	328	W.	Rail road,	Railway waggons,	½ pice per ton per mile by G. I. P. Railway.	Nagpur, ... Kamptee, ...	215 223	E.	Railway and metalled road.	Railway waggons and carts.	½ pice per ton per mile by G. I. P. Railway, and 2 annas per maund per mile by boat.	Salt is a return freight.
														Calliun, ...	295	Do.	Ditto, ...	Ditto, ...	7 pice per ton per mile by B. B. and C. I. Railway.	Ditto, ...	Do.	Do.	Ditto, ...	Ditto, ...	Ditto, ...	
														Ahmedabad, ...	625	N. W.	Ditto, ...	Ditto, ...		Ditto, ...	Do.	Do.	Ditto, ...	Ditto, ...	Ditto, ...	
	Total, ...	...	...	...	...	4,32,467·63	...	...	...	...	...	14,370·57	4,36,794·20													
Kotes.	Dhamtari, ...	...	...	...	...	...	...	...	...	...	...	6,366 22 14	6,366 22 14	Newapalah, ...	230	S. E.	Either Banjara trucks or kutcha and fair weather roads.	Pack bullocks, ...	Nearly Re. 1-2-0.	Nundgaon, ...	43	S. W.	Village and kutcha fair weather road.	Pack bullocks.	Nearly 2 pice.	As return freight the original despatch being grain of all kinds, &c.
														Parbuttypur, ...	230	Do.				Neragaon, ...	40	Do.				
														Ganjam, ...	200	Do.				Pathree, ...	43	Do.				
	Arang, ...	...	...	...	...	...	...	...	...	...	...	35,369 36 14	35,369 36 14	Ganjam, ...	200	S. E.				Balpur, ...	34	W.	Kutcha road and raised earth.	Carts and pack bullocks.	Average of 2 pice.	
														Newapalah, ...	200	Do.	Ditto, ...	Ditto, ...	Ditto, ...	Balsapur, ...	64	N.				
														Parbuttypur, ...	200	Do.				Ratanpur, ...	74	Do.			Do. 2 do. Do. 3 do.	
														Itchapur, ...	200	Do.										
	Sonkra, ...	...	...	...	...	...	...	...	...	...	...	29,046 26 9	29,046 26 9	Newapalah, ...	260	S.	Ditto, ...	Ditto, ...	Ditto, ...	Sarangurh, Sevenarain, Kowardah,	32 35 28	N. E. N. N. W.	Village and kutcha fair weather road.	Pack bullock.	Average 1 pice.	
														Parbuttypur, ...	260	Do.										
														Ganjam, ...	275	S. E.										
														Itchapur, ...	200	Do.										
	Sohella, ...	...	...	...	...	...	...	...	...	...	...	6,677 7 1	6,677 7 1	Newapalah, ...	200	S.	Ditto, ...	Ditto and carts,	Ditto, ...	Balgurh,	40	N.	Ditto, ...	Ditto, ...	Never hired, Banjaras own bullocks and carts.	As return freight, the original despatch consists chiefly of grain of all kinds, Salt, &c.
														Parbuttypur, ...	260	Do.				Pendra,	16	Do.				
														Ganjam, ...	179	Do.				Chanderpur,	30	Do.				
														Itchapur, ...	179	S.										
	Dhamo, ...	...	...	...	...	...	...	...	...	...	...	4,055 36 4	4,055 36 4	Newapalah, ...	295	S.				Sambulpur, ...	14	Do.	Kutcha road,	Pack bullocks and boats.		
														Ganjam, ...	179	Ditto,	River Mahanadee, kutcha road and raised earth.	Pack bullocks, carts, and boats.	Ditto, ...	Baigarh, ...	60	Do.				
														Itchapur, ...	179	Ditto,										
														Sirapur, ...	34	Ditto,										
	Total, ...	...	...	...	...	...	...	...	...	...	...	1,02,316·49	1,02,316·49													

PART II.—Statement showing the course of the Sugar Trade and the Quantity crossing each Section of the Inland Customs Line during the year 1871-72.

Name of Port	Refined: Jullundur Doab.	Refined: Right bank of the Jumna.	Refined: Ganges Doab.	Refined: Left bank of the Ganges (Rohilkhand and Eastern Oudh).	Refined: Marts below Allahabad.	Refined: Miscellaneous Marts.	Refined: Total.	Unrefined: Jullundur Doab.	Unrefined: Right bank of the Jumna.	Unrefined: Ganges Doab.	Unrefined: Left bank of the Ganges (Rohilkhand and Eastern Oudh).	Unrefined: Marts below Allahabad.	Unrefined: Miscellaneous Marts.	Unrefined: Total.	Total Sugar.
	Maunds.	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*
Main Line.															
Phillour, ...	...	...	...	...	...	1,345	...	1,345	...	...	...	...	...	1,363	...	1,363	2,708
Jullalpur, ...	...	...	...	...	...	43,453·05	...	43,453·05	...	...	...	...	...	83,722·02	...	83,722·02	127,187·07
Kulloowalla, ...	...	...	...	...	...	2,950-15-14 or ·39	...	2,950-15-14 or ·39	...	...	...	...	...	5,190-36-9 or ·96	...	5,190-36-9 or ·96	8,141-14-8 or ·35
Kulsee,... ...	...	...	...	...	...	3,653·23	...	3,653·23	...	...	...	...	...	6,459·70	...	6,459·70	10,112·93
Kurrumpur, ...	...	...	...	...	...	1,729-33-6 or ·84	...	1,729-33-6 or ·84	...	...	...	...	...	3,453-6-12 or ·16	...	3,453-6-12 or ·16	5,206-5-4
Jumlaire, ...	...	...	...	...	...	1,330-10-14 or ·27	...	1,330-10-14 or ·27	...	...	...	...	...	2,595-37-0 or ·92	...	2,595-37-0 or ·92	4,926-7-14 or ·19
Pulpulleu,... ...	...	...	...	...	...	573-31-14 or ·98	...	573-31-14 or ·98	...	...	...	...	...	2,164-29-7 or ·74	...	2,164-29-7	2,737-24-14 or ·72
Shahamut,... ...	...	...	...	...	...	15-15-4 or ·41	...	15-15-4 or ·41	...	...	...	...	...	76-33-4 or ·63	...	76-33-4 or ·63	92-8-8 or ·24
Rohilla Ghat, ...	...	...	...	...	...	3,450-7-6 or ·19	...	3,450-7-6 or ·19	...	...	...	...	...	18,489·58	...	18,489·58	21,940-5-14 or ·77
Total, ...	...	...	...	...	...	58,778	...	58,778	...	...	...	...	...	1,18,231	...	1,18,231	1,83,009
Branch.															
Feelkie, ...	...	...	...	...	...	7,369·54	...	7,369·54	...	...	...	...	...	19,150·56	...	19,150·56	26,516·10
Attri walla, ...	...	...	...	...	...	47·25	...	47·25	...	...	...	...	...	64·35	...	64·35	111·60
Malout, ...	...	...	...	...	...	141·27	...	141·27	...	...	...	...	...	450·75	...	450·75	592·12
Limbi, ...	...	...	...	...	...	41·27	...	41·27	...	...	...	...	...	444·13	...	444·13	485·10
Dalwall, ...	...	...	...	...	...	208·60	...	208·60	...	...	...	...	...	390·02	...	390·02	598·62
Odhat, ...	...	...	...	...	...	47·25	...	47·25	...	...	...	...	...	212·31	...	212·31	259·56
Sahowala, ...	...	...	749·30	...	...	1,105·79	...	1,854·69	...	...	1,500·0	...	...	12,479·60	...	13,979·60	15,834·29
Dadoo, ...	...	...	...	...	...	6,374·39	...	6,374·39	...	...	...	...	...	21,074·39	...	21,074·39	27,449·57
Jodhka, ...	...	...	2,209·13	...	...	2,973·44	...	5,182·57	...	...	3,469·24	...	...	3,815·70	...	7,284·94	12,500·51
Bhatta, ...	...	...	69·27	...	...	273·21	...	342·18	...	...	61·82	...	...	1,315·67	...	1,377·50	1,719·68
Lahri, ...	...	...	...	...	...	60·25	...	404·55	...	...	...	...	...	1,491·61	...	1,491·61	1,896·16
Kooria, ...	...	...	220	1,577	...	...	...	1,884·72	...	...	...	...	...	3,594·21	...	3,594·21	5,478·93
Hansi, ...	...	...	324·96	...	...	...	...	324·96	...	...	2,230·71	...	...	...	...	2,230·71	2,555·67
Meerhisar, ...	...	...	1,102·21	3,740·21	...	...	...	4,842·42	...	...	10,514·73	...	...	10,584·73	...	10,584·73	15,427·15
Mahim, ...	...	...	2,617	18,044	1,797	...	1,655	24,006	...	23,250	32,613	10	...	6,474	...	61,378	85,479
Bassana, ...	...	...	25,643	15,315	8,015	...	6,926	58,259	...	1,32,508	23,524	8,005	...	13,464	...	1,83,003	2,31,353
Total, ...	...	...	37,929	40,819	9,812	...	39,548	...	1,68,107	...	1,48,310·71	80,149·53	8,015	...	39,629·10	...	3,96,101	4,34,766

Name of Sugar Marts below Sirsa from which the post is supplied.	From Post. Distance in Miles.	From Post. Direction.	Nature of Communication.	Nature of Carriage.	Average cost of carriage in Rs.	Name of Mart above Sirsa to which the Sugar crossing at the Post finds its way.	From Post. Distance in Miles.	From Post. Direction.	Nature of Communication.	Nature of Carriage.	Average Cost of Carriage per mile.	Remarks.
					Per md. per mile.						*Per md. per mile.*	
Multan, ...	59	N.	Kutcha road,...	Camels and donkeys.	1 pie, ...	Alipur, ...	6	S.	Kutcha road, ...	Camels and donkeys.	1 pie, ...	Sugar is brought mostly as a return freight. Indigo, &c., being taken as an original investment.
Khangurh, ...	34	N.	Ditto.			Kirpa and villages in the neighbourhood.	18	S.W.	Ditto, ...			
Umritsur, { By Railway,	240	N.	Railway and Chenab River.	Railway, steamer and boat.		Jullapur, ...	Near above line S.		...	...	...	Sugar generally comes as an original investment.
" River,...	30	N.E.										
Multan, ...	50	N.	Kutcha road,	Camels & steamers,	Re. 0·25, ...	Kutch, ...	16	S.	Kutcha road, ...	Camels, ...	Re. 1, ...	The carriage taking back country produce—grain, cotton, ghee, hides, &c.
Shorjahal, ...	25	N.	Ditto and River Chenab.	Ditto and boats.	Re. 0·25, ...	Ahmedpore, ...	23	Do.	Ditto, ...	Ditto, ...	Ditto, ...	
						Khanpur, ...	76	S.W.	Ditto, ...	Ditto, ...	Ditto, ...	
						Sukkur, ...	220	S.W.	Rivers Chenab and Indus.	Boats and Steamers.		
Shorjahal, ...	28	N.	Kutcha road,...	Camels and donkeys.	4 annas, ...	Shorjahal, ...	28	N.	Common road,	Camels&donkeys,	4 annas, ...	Chiefly as an original investment, the carriage going empty to the marts and returning with sugar.
Multan, ...	42	N.	Ditto, ...	Ditto, ...	4 „ ...	Multan, ...	42	Do.	Ditto, ...	Ditto, ...	4 „ ...	
						Bhawalpur, ...	12	S.	Ditto, ...	Ditto, ...	4 „ ...	
Multan, ...	50	N.	Ditto, ...	Camels, asses, and ponies.	4 „ ...	Kahror, ...	4	S.E.	Kutcha road, ...	Camels, asses, and ponies.	6 pice, ...	As an original investment. The owners of the cattle sometimes taking back indigo, &c., to Multan.
Ludhiana, ...	13	E.	Kutcha road,...	Camels and asses.	1 „ ...	Umritsur, ...	240	N.E.	Railway and common road.	Railway, ... Camels, ...	9 annas, ... 6 „	As return freight for grain, ghee, cotton, &c.
Kurrumpur, ...	4	S.	Ditto, ...	Ditto, ...	1 „ ...	Multan, ...	37	S.W.	Ditto, ...	Camels and donkeys.	3 „	
Jumlaire, ...	11	S.	Ditto, ...	Camels, ...	3 pice, ...	Umritsur, ...	170	N.	Ditto, ...	Railway and cart roads.	9 „ ...	Sometimes return freight for ghee and sojji, and sometimes as original investment. In the latter case the carriage takes back nothing.
Shahooka, ...	5	S.	Ditto, ...	Ditto, ...	3 „ ...	Lukhke, ...	3	Do.	Village road, ...	Donkeys, ...	1 „ ...	
Jullundur, ...	135	N.E.	Kutcha road and Rail.	Camels and Railway.	1 „ ...	Tilhe and villages in the neighbourhood.	24	W.	Kutcha road, ...	Camels and asses,	1 pice, ...	Sugar is brought as a return freight, cotton and sojji are originally exported.
Jullandur, ...	135	E.	Ditto.									
Ferozepur, ...	50	N.E.	Kutcha roads.	Camels and tattoos.	4 annas, ...	Shahamut, Harkan, and villages adjacent to the line.	...	...	Ditto, ...	Camels and tattoos.	4 annas,	As an original investment, taking back wheat, &c.
Ferozepur, ...	50	Do.	River, ...	Boats, ...	4 „ ...	Sukkur, ...	400	S.	River, ...	Boats, ...	Re. 1, ...	As an original freight, bringing back iron, pepper, &c.
Rauleh, ...	120	N.E.	Kutcha road,...	Carts and camels.	1 pice, ...	Bikanir, ...	140	S.E.	Kutcha road, ...	Carts and camels.	1 pice, ...	As an original investment: the carriage generally returning empty.
Jullandur, ...	100	Do.	Ditto, ...									
Moolestur, ...	16	N.	Ditto, ...	Ditto, ...	Own carriage, ...	Ulahur, ...	18	S.	Ditto, ...	Ditto, ...	Own conveyance.	The sugar is brought as an original investment, but the carriage frequently returns with sojji, &c.
Moolestur, ...	15	N.	Kutcha road,...	Carts & camels,	Ditto, ...	Ulahur, ...	11	S.	Kutcha road, ...	Ditto, ...	...	Ditto ditto.
Shahkotra, ...	14	N.E.	Ditto, ...	Ditto, ...	Ditto, ...	Ditto.						
Kooraiwalla, ...	4	Do.	Ditto, ...	Ditto, ...	Ditto, ...	Ditto.						
Ferozepur, ...	45	N.	Ditto, ...	Ditto, ...	Ditto, ...	Ditto						
Jullandar, ...	135	N.	Ditto, ...	Camels, ...	12 annas, ...	Jodhpur and Bikanir,	200	S.	Ditto, ...	Camels, ...	2 annas, ...	Ditto ditto.
Bhiluada, ...	51	Do.	Ditto, ...	Ditto, ...	9 pice, ...	Chawalta and the neighbouring villages.	16	S.W.	Village tracks,	Ditto, ...	6 pice, ...	Sojji is originally taken from this mart or village as return freight.
Tilwundee, ...	32	N.E.	Ditto, ...	Ditto, ...	3 „ ...	Bikanlad, ...	24	Do.	Kutcha road, ...	Ditto, ...	3 „ ...	The camels go empty and return with sugar.
Jungle, ...	195	N.E.	Kutcha roads,	Carts and camels,	3 „ ...	Sirsa, ...	10	...	Kutcha roads,...	Camels, ...	3 „ ...	The sugar is brought as an original investment, and the carriage return empty.
Jullandar, ...	140	N.				Bareilah, ...	18					
Shamlee, ...	209	E.				Jodhpur, ...	200					
Shamlee, ...	110	Do.	Ditto, ...	Camels, ...	*Per md. per cos.* 1 pie, ...	Sirsa, ...	Cos. 6	S.S.W.	Ditto, ...	Ditto, ...	Cos. 1 „ ...	Original investment, but the camels frequently return with sojji, &c.
Hoshiarpur, ...	130	Do.	Ditto, ...	Ditto.		Kilmabad, ...	80	N. W.				
Nahan, ...	98	Do.	Ditto, ...	Ditto.								
	60	Do.	Ditto, ...	Ditto.								
	Miles.				*Per md. per mile.*		Miles.					
Shamlee, ...	145	E.	Ditto and pucca,	Carts and camels.	1 pie, ...	Sirsa, ...	14	W.	Ditto ...	Carts and camels.	1 „ ...	As an original investment.
Hissar, ...	37	E.	Kutcha road,...	Carts and camels.	Re. 1 per camel, and 1 anna per maund.	Sirsa, ...	20	W.	Kutcha road, ...	Camels, ...	2 annas, ...	Original investment; camels return empty.
	37	S.E.										
Futtehabad, ...	18	N.E.	Ditto, ...	Ditto, ...								
Hissar, ...	12	E.	Ditto, ...	Ditto, ...	Ditto, ...	Balsamund, ...	12	Due E.	Village track,	Carts and camels.	6 pice, ...	As an original investment.
Kurnal, ...	102	N. W.	Ditto, ...	Ditto, ...	Ditto, ...							
Shamlee, ...	99	N.E.	Ditto, ...	Ditto, ...	9 annas per maund,	Balsamund, ...	12	Due E.	Ditto, ...	Ditto, ...	1 pie, ...	Sugar comes as a return freight, salt having gone out as an original investment.
Kurnal, ...	95	Do.	Ditto, ...	Ditto, ...								
Goohana, ...	74	E.	Ditto.	Ditto, ...								
Gohana, ...	37	N.E.	Ditto, ...	Ditto, ...	3 „ ...	Bhiwanee, ...	23	S.E.	Kutcha road, ...	Ditto, ...	2 and 3½ annas,	Sugar is brought as return freight.
Kurnal, ...	91	E.	Ditto, ...	Ditto, ...		Balsamund, ...	26	W.	Ditto, ...	Ditto.		
Kaul, ...	1	Do.	Ditto, ...	Ditto.								
Shamlee, ...	95	N.	Ditto, ...	Ditto, ...	3 „ ...	Bhiwanee, ...	15	S.E.	Ditto, ...	Ditto, ...	1 pie, ...	Sugar for the most part comes as a return freight.
Kurnal, ...	109	Do.	Ditto, ...	Ditto, ...								
Goohana, ...	42	Do.	Ditto, ...	Ditto, ...	6 „ ...	Balsamund, ...	40	S.W.				
Saharanpur, ...	120	N.E.	Partly kutcha & partly pucca,	Carts, ...	2 annas 4 pice,	Bhiwanee, ...	18	S.W.	Ditto, ...	Carts, ...	1 „ ...	Sugar is brought mostly as a return freight: originally it comes to this post as an original investment.
Shamlee, ...	80	Do.	Kutcha, ...	Camels, ...	1 „ 10 „ 2 „ 4 „					Camels, ...	1½ „	
Goohana, ...	88	Do.	Ditto, ...	Donkeys&carts,	1 pie, ...					Donkeys, ...	1½ „	
Muradabad, ...	150	E.	Kutcha road,...	Carts, ...	0·33 of a pie, ...	Bhiwanee and thence into all parts of Rajpootana.	Bhiwanee 18 miles.	S.	Kutcha beyond road tracks.	Carts and beyond only camels,	1 anna, ...	In some few instances sugar is an original investment, chiefly, however, it stands in the position of return freight to salt.
Shamlee, ...	75	Do.	Ditto, ...	Ditto, ...	0·42 „							
Saharanpur, ...	172	Do.	Ditto, ...	Ditto, ...	0·64 „							
Najeebabad, ...	150	Do.	Ditto, ...	Ditto, ...	0·51 „							
Bonegat, ...	62	Do.	Ditto, ...	Ditto, ...	0·23 „							
				Occasionally camels, asses, and mules.								

PART II.—Statement showing the course of the Sugar Trade and the Quantity crossing each Section of the Inland Customs Line during the year 1871-72.—(Continued.)

Name of Divisions	Name of Post	Sugar. Refined. Jellasher Dash.	Refined. Right bank of the Jumna.	Refined. Ganges Dash.	Refined. Left bank of the Ganges (Bahlkhand and Eastern Oudh).	Refined. Marts below Allahabad.	Refined. Miscellaneous Marts.	Refined. Unentered Marts.	Refined. Total.	Unrefined. Jellasher Dash.	Unrefined. Right bank of the Jumna.	Unrefined. Ganges Dash.	Unrefined. Left bank of the Ganges (Bahlkhand and Eastern Oudh).	Unrefined. Marts below Allahabad.	Unrefined. Miscellaneous Marts.	Unrefined. Unentered Marts.	Unrefined. Total.	Total gross.	Name of Sugar Marts below line from which the Post is supplied.	From Post. Distance in Miles.	From Post. Direction.	Nature of Communication.	Nature of Carriage.	Average Cost of Carriage to Line.	Name of Marts above Line to which the sugar crossing at the Post finds its way.	From Post. Distance in Miles.	From Post. Direction.	Nature of Communication.	Nature of Carriage.	Average Cost of Carriage per mile.	Remarks.
			Mounds.	*Mounds.*	*Mounds.*	*Mounds.*	*Mounds.*		*Mounds.*		*Mounds.*	*Mounds.*	*Mounds.*	*Mounds.*	*Mounds.*		*Mounds.*	*Mounds.*												*Per md. per mile.*	
Doab.	Awul,	...	68,259	19,058	...	...	...	...	87,409	...	61,911	23,894	...	...	...	...	85,805	1,73,213	Kurnul, ...	96	N.E.	Kutcha, ...	Carts, camels, and rail.	An average of 1 and 1 pie per mile.	Bhiwanee, ...	93	N.W.	Kutcha road, ...	Carts and camels.	An average of 1 pie.	Sugar is brought mostly as a return freight. Occasionally it comes as an original investment.
																			Mundee, ...	96	Do.	Ditto, ...								
																			Baggut, ...	52	Do.	Ditto.								
																			Sonepat, ...	41	Do.	Ditto.								
																			Shahjehanpur, ...	160	Do.	Ditto.								
																			Bhadjehanpur, ...	210	S.E.	Partly kutcha and pucca.								
	Bari,	...	1,18,225	32,730	...	...	16,561	...	1,67,516	...	4,719	29,108	116	...	7,604	...	51,552	2,19,068	Delhi, ...	42	E.	Kutcha and pucca.	Carts and camels.	9·75 of a pie, ...	Bhiwanee and other villages in the neighbourhood but.	36	N.W.	Ditto ...	Ditto, ...	0·66 of a pie, ...	Ditto ditto
																			Meerutpur, ...	120	N.E.	Ditto, ...	Ditto.							
																			Chandousee, ...	120	Do.	Ditto, ...	Ditto.							
																			Bareilly, ...	150	Do.	Ditto, ...	Ditto.							
																			Baggut, ...	45	Do.	Kutcha, ...	Ditto.							
																			Ghuzeeabad, ...	150	Do.	Kutcha and pucca.	Ditto.							
																			Nugeena, ...	130	Do.	Ditto, ...	Ditto.							
	Jhajjar,	...	...	2,348	19,685	2,591	...	36,548	...	61,504	...	277	41,193	41,334	80	...	...	82,884	1,54,420	Dhunowra, ...	12	N.E.	Kutcha road, ...	Carts and camels.	Average of 1 pie.	Rewaree, ...	29	S.	Kutcha, ...	Ditto, ...	0·72 „ ...	Sugar generally comes as an original investment: carriage returns with salt.
																			Baggut, ...	48	Do.	Ditto, ...			Narnul, ...	61	Do.	Ditto, ...	Ditto, ...	0·25 „ ...	
																			Sikandra, ...	90	Do.	Ditto, ...								
																			Fullthoot, ...	800	E.	Ditto, ...	Ditto.							
																			Chandousee, ...	150	Do.	Ditto, ...	Ditto.							
																			Bareilly, ...	250	Do.	Ditto, ...	Ditto.							
																			Delhi, ...	29	N.E.	Ditto, ...	Ditto.							
	Sadil,	...	...	2,389·02	1,469·15	15,147·08	...	...	...	34,005·61	...	56,149·33	7,172·75	...	...	...	...	67,322·07	81,327·68	Ballikhand, ...	100	E.	Kutcha metalled road.	Carts, ...	0·24 of a pie, ...	Farukeggur, ...	8	Do.	Kutcha road, ...	Carts, ...	1·33 „ ...	Sugar is brought mostly as a return freight.
																			Ganges Dash, ...	145	Do.				Rewaree, ...	29	Do.				
																			Jumna Canal, ...	30	E.						N.				
	Garhi Hursru,	...	...	12,372·13	16,119·27	...	...	9,508·29	...	38,199·81	...	5,744·88	1,805·98	...	...	4,810·05	...	17,361·90	55,561·71	Delhi, ...	23	W.E.	Partly pucca and partly kutcha.	Carts, ...	4 annas and 5 pice.		7	N.W.	Ditto, ...		2½ „ ...	Sometimes as an original investment, sometimes as a return freight taking fullthoor or Sambur, or proceeding to Nuk for Saltpetre.
																			Baggut, ...	50	N.	Camels, ...		2 „ and 3 „	Farukeggur, ...	7	S.W. N.N.				
	Bhundsi,	...	...	...	6,139·48	...	...	...	...	6,139·48	...	...	61,192·33	...	...	...	...	61,192·33	67,331·81	Dhunowra, ...	62	N.E.	Ditto, ...	Ditto, ...	1 pie, ...	Seonh, ...	7	N.E.	Ditto, ...	Carts, and camels.	1 „ ...	Sugar is brought mostly as an original investment, and returns with grain, cotton, &c.
																			Baggut, ...	50	Do.	Ditto, ...	Ditto, ...	—"	Noh, ...	14	Do.	Ditto.			
	Sullani,	...	...	1,339·27	92·25	...	...	...	...	1,431·52	...	...	2,564·01	...	...	...	...	2,564·01	3,995·53	Chandousee, ...	111	Do.	29 miles pucca, and 72 kutcha.	Carts, ...	12 annas, ...	Seonh, ...	3	W.	Kutcha road, ...	Carts, ...	1 anna, ...	From this they either return home, or go to Nuk for salt, and pass by other posts.
																			Baggut, ...	73	N.	Kutcha, ...	...	2 „ ...	Noh, ...	14	S.W.	...	...	2½ „ ...	
	Palwal,	...	...	...	16,094·23-14 or 49	25,502·30-4 or 81	...	...	41,597·4-3 or 130	...	...	23,000·28-9 or 94	2,747·11-6 or 28	...	...	...	...	25,747·11-6 or 122	1,17,345·0-1 or 252	Dhunowra, ...	90	N.E.	Kutcha and pucca road.	Carts, ...	1 pie, ...	Ulwur, ...	52	W.	Kutcha road, ...	Ditto, ...	2 pice, ...	The sugar is an original investment, carts usually return empty.
																			Baggut, ...	57	N.	Ditto, ...	Ditto, ...	1 „ ...	Rajgurh, ...	98	Do.	Ditto, ...	Ditto.	1·6 „ ...	Ditto.
																										Bawaul, ...	178	Do.	Ditto, ...	Ditto.	1·33 „ ...	
																										Noh, ...	56	Do.	Ditto, ...	Ditto.	1·3 „ ...	When the sugar is brought direct from the marts below line, salt is usually the return freight; when dispatched from Palwal, the carts usually return empty.
	Hodal,	...	...	...	6,856·29-0 or 73	...	...	...	6,856·29-0 or 73	...	...	2,256·28-14 or 71	...	...	...	...	...	2,256·28-14 or 71	16,073·17-14 or 81	Furreepur, ...	37	W.	Ditto, ...	Ditto, ...	2½ annas, ...	Dhunowra, ...	103	N.	Ditto, ...	Carts and camels.	4 annas, ...	Original investment and local carriage.
																			Poonahna, ...	11	Do.	Ditto, ...	Carts and camels.	1 „ ...	Baggut, ...	84	N.E.	Ditto, ...	Ditto, ...	2 „ ...	Mostly original investment, at times the carts take seeds and grains.
	Total,	...	...	2,13,569	1,10,870	51,041	...	49,614	...	4,25,094	...	1,23,341	2,08,850	50,457	80	12,314	...	4,04,042	8,29,136												
Ganges.	Kasi,	...	...	...	19,305	...	2,990	...	...	22,295	...	...	20,507	...	...	...	...	20,507	42,802	Dhunowra, ...	103	N.E.	Kutcha road, ...	Carts, ...	4 annas, ...	Bhuripur, ...	38	S.	Kutcha road, ...	Carts, ...	1½ pice, ...	Principally original investment, occasionally as a return freight: when the former, the carts return with salt and cotton seeds.
																			Baggut, ...	90	N.	Ditto, ...	Ditto, ...	Ditto, ...							
																			From Mirzapur to Agra, thence to Kanoo.												
	Chunonha,	...	...	2,715	6,317	433	...	...	...	11,118	...	1,731	2,310	2,119	...	...	...	8,160	19,278	Mattra, ...	10	E.	Pucca, ...	Carts and ponies.	8 pice, ...	Sehar, ...	4	W.	Ditto, ...	Carts and ponies.	About 1 of a pie.	Sugar generally comes as a return freight, to return for salt, cotton, &c.
																			Hattras, ...	32	N.E.	Ditto, ...	Carts, ...	—"	Khaira, ...	18	Do.				
																			Agra, ...	41	E.	Ditto, ...	Ditto.	2 „ ...	Kasa, ...	24	S.W.				
																			Shahjehanpur, ...	172	N.E.	Ditto, ...	Ditto.	3 annas, ...	Kasganj, ...	24	S.				
																			Fyzabad, ...	211	E.	Ditto, ...	Ditto.	2 annas and 3 pice.	Furreepur, ...	37	W.				
																			Pilibheet, ...	231	N.E.	Camels and carts.	Carts, ...	12 annas, and 6 pice.	Etawa, ...	47	Do.				
	Sittoha,	...	...	2,314	18,382	20,090	...	...	...	31,297	...	1,332	32,883	14,903	...	...	...	49,748	81,045	Pilibheet, ...	231	N.E.	Pucca road, ...	Carts, ...	10 annas and 6 pice.	Dorg, ...	16	S.W.	Pucca, ...	Carts, ...	About 1 anna 2½ pice.	Sugar comes as a return freight, carts taking salt generally return with sugar.
																			Mattra, ...	3	N.E.	Pucca road, ...	Carts, ...	About 7 annas and 14 pice.	Gobardhone, ...	10	Do.	Ditto.			
																			Hattras, ...	32	Do.				Komonh, ...	20	Do.	Ditto.			
																			Kasganj, ...	80	Do.				Sonkh, ...	13	S.	Kutcha.			
																			Feraluad, ...	280	E.				Ukangarh, ...	24	W.	Pucca.			
																			Bareilly, ...	176	N.E.				Fahana, ...	4	Do.	Ditto.			
																			Shahjehanpur, ...	201	N.				Aseeij, ...	6	Do.				
																			Pilibheet, ...	223	Do.										
																			Bagrein, ...	190	N.W.										
																			Meerut, ...	253	N.										
	Tarsi,	...	...	...	22,908	...	...	...	...	22,908	...	...	79,545	...	...	...	...	79,545	1,02,453	Hattras, ...	34	N.E.	Ditto, ...	Chiefly carts and camels.	1 pie, ...	Bhuripur, ...	37	S.	Ditto, ...	Chiefly carts and camels.	1 pie, ...	Sugar comes as an original investment, the carts returning with salt and sometimes with stone.
	Farrah,	...	...	2,033	...	...	...	...	...	2,033	...	7,774	...	...	...	...	...	7,774	9,807	Agra, ...	20	E.	Ditto, ...	Carts, ...	Ditto, ...	Sonkh, ...	14	W.	Kutcha, ...	Carts, ...	Ditto, ...	Sugar is brought mostly as a return freight; occasionally it comes as an original investment.
																			Hattras, ...	20	N.	Ditto, ...	Ditto, ...	Ditto, ...	Gobardhone, ...	29	Do.	Ditto, ...	Ditto, ...	Ditto, ...	
	Bickpur,	...	...	1,16,647	...	...	...	...	...	1,16,647	...	41,353	...	...	...	...	...	41,353	1,58,000	Ghazeepore, ...	220	E.	Metalled road,	Commonly carts and camels, occasionally donkeys.		Bhuripur, ...	50	Do.	Metalled road,	Generally carts, camels, and donkeys.	2½ pice, ...	Sugar commonly comes on carts and camels as an original investment; and sometimes returning empty, which brought formerly camels salt, come laden with sugar.
																			Mirzapur, ...	165	Do.				Mahona, ...	100	Do.				
																			Hasteenpur, ...	200	Do.				Utwar, ...	120	Do.				
																			Allahabad, ...	160	Do.				Jeypur, ...	108	Do.				
																			Cawnpur, ...	75	Do.				Tonk, ...	130	Do.				
																			Shahjehanpur, ...	160	N.				Madhoopur, ...	140	Do.				
																			Chandousee Lake, ...	170	Do.				Sambur Lake, ...	148	Do.				
																			Fullthoot, ...	800	Do.				Bilon, ...	60	Do.				
	Malpurah,	...	...	...	...	39,774	...	...	39,774	...	...	...	...	19,263	...	...	19,263	59,037	Agra, ...	7	Do.		Carts, ...	10 annas, ...	Kerowlee, ...	72	S.W.	Bullocks, camels.	3 „ ...	Sometimes as an original investment, sometimes as a return freight.
																			Agra, ...	6	Do.	4 miles pucca, and 2 kutcha.	Camels, ...	2 „ ...	Machalpur, ...	60	Do.	44 miles country, 28 „ kutcha, 32 „ country.	4 „ ...	
	Carried forward, ...																						Bullocks, ...	1 „ 6 pice, ...	Jugnair, ...	32	Do.	Kutcha, ...	Carts, ...	28 „ kutcha, Ditto, ...	4 annas and 8 pice, ditto.	The original despatch being Sambur and occasionally Jugnair stone and cotton.

ANNEXURE XIV.—(*Continued.*)

PART II.—Statement showing the course of the Sugar Trade and the Quantity crossing each Section of the Inland Customs Line during the year 1870-71.—(Continued.)

Name of Division.	Name of Post.	SUGAR. Refined. Jullundur Distt.	Right bank of the Jumna.	Ganges Distt.	Left bank of the Ganges (Rohilkhand and Etawah Distts.).	Marts below Allahabad.	Miscellaneous Marts.	Uncertain Marts.	Total.	SUGAR. Unrefined. Jullundur Distt.	Right bank of the Jumna.	Ganges Distt.	Left bank of the Ganges (Rohilkhand and Eastern Distts.).	Marts below Allahabad.	Miscellaneous Marts.	Uncertain Marts.	Total.	Total Sugar.	Name of Sugar Marts below line from which the Post is supplied.	From Post. Distance in Miles.	From Post. Direction.	Nature of Communication.	Nature of Carriage.	Average Cost of Carriage to Line.	Name of Mart above Line to which the Sugar crossing at the Post finds its way.	From Post. Distance in Miles.	From Post. Direction.	Nature of Communication.	Nature of Carriage.	Average Cost of Carriage per mile.	Remarks.
		Maunds.	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*		*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*	*Maunds.*			*Maunds.*		*Maunds.*						*Per maund per mile.*						*Per md. per mile.*	
Agra.	Brought forward, ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...												
	Eakdalli, ...	...	43,218	4,050	8,073	...	14,218	...	70,560	...	16,768	3,239	...	...	6,469	...	29,166	1,00,046	Agra, ...	8	N.	Metalled road,	Carts, ...	0·3		...	...	...	...	...	Sugar is brought mostly as an original investment, and sometimes a return freight. The original investment being chiefly salt stone and grain.
																							Camels, ...	0·6		...	...	...	...	...	
																							Bullocks, ...	0·3		...	...	...	...	...	
																							Asses, ...	0·3		...	...	...	...	...	
	Dhimari, ...	...	...	...	2,739	...	...	...	2,739	...	...	...	4,679	...	...	...	4,679	7,418	Agra, ...	1	Do.	Kutcha road, ...	Bullocks, ...	2 maunds and 15 pie.		Rajakund, ...	10	S.	Kutcha road, ...	Bullocks, ...	1½ pie.	As a return freight, ghee and grain is taken to Agra.
	Fatehabad, ...	...	3,339	...	...	474	...	...	4,793	...	1,330	1,000	...	...	...	...	2,330	7,123	Mirapur, ...	300	S.E.	228 miles train, 12 kutcha,	Train, camels, and carts.	4 annas, ...		Jhalrapatan and other villages above line.	250	...	148 miles pucca, 102 kutcha.	Camels, ...	1 ,, ...	Sugar less original investment, camels return with carriage.
	Bah, ...	...	...	...	1,209	2,787	...	...	4,126	...	...	...	...	6,146	...	...	43,293	47,419	Gwalior, ...	40	S.	Kutcha, ...	Bullocks, ...	12 ,, ...		Shahjehanpur, ...	180	N.	Kutcha, ...	Bullocks, ...	12 annas, ...	Carriage take cotton to and brings back sugar and gunny to other more places carriage goes empty and return with sugar and gunny.
																							Carts, ...	10 ,, ...		Mirapur, ...	600	Do.	Distto, ...	Camels, ...	2 pie.	
																										Sirsaganj, ...	22	Do.	Distto, ...	Carts, ...	2 annas.	
																										Jaswantnagar,	15	N.E.	Distto, ...	...	6 ,,	
	Sarsiul, ...	...	...	19	...	...	...	...	19	...	...	4,681	...	...	...	...	4,681	4,700	Jaswantnagar, ...	12	N.	Kutcha, ...	Bullocks, ...	1·2 pice, ...		Bhind, ...	16	S.	Kutcha, ...	Bullocks, ...	1·2 pie, ...	Bullocks go empty to return with sugar.
	Bachgaon, ...	...	...	1,302	7,853	129	...	...	9,284	...	...	2,501	34,534	...	...	...	44,317	53,601	Sutanpur), Shahjehanpur, ...	130	Do.	Pucca, ...	Carts, ...	1·2 ,, ...		Gwalior, ...	60	S.	Distto, ...	Carts, ...	2·4 ,, ...	About one-tenth take in iron from Bhadlur and nine-tenths go empty and return with gunny and sugar.
																				120	Do.	Distto, ...	Distto, ...	1·2 ,, ...								
																			Cawnpur, ...	80	N.E.	Distto and Rail,	Distto, ...	{ 1 an. & 2 p. by rail 1 ,, 2 ,, cart.							
																			Jounpur, ...	280	Do.	Distto, ...	Distto, ...	Distto.							
																			Etawah, ...	6	N.	Distto, ...	Carts, bullocks, and camels.	2 pice, ...		Bhind, ...	14	S.	Distto, ...	Carts and bullocks.	1·75 ,, ...	About one-fourth bullocks return with ghee, cotton, &c., and three-fourths return empty from Bhind.
	Chakkeranagger, ...	...	...	197	...	...	...	...	197	...	...	4,167	...	...	...	...	4,167	4,364	Lucknu, ...	6	N.E.	Kutcha road, ...	Bullocks, ...	2 annas, ...		Fedashur, ...	16	S.W.	Distto, ...	Bullocks, ...	2 ,, ...	Comes as a return freight, the original despatch being cotton-all seeds, ghee, and grains.
	Total, ...	...	1,79,699	73,091	31,437	3,7065	14,339	...	3,01,551	...	74,445	1,01,196	56,306	36,326	6,469	...	3,54,678	6,56,229												
Jhansi.	Jagnaugar, ...	...	...	...	...	...	31·25	...	31·25	...	...	...	...	...	30·63	...	30·63	61·88	Orayah, ...	14	N.E.	Kutcha path-way,	Bullocks and pedlers,	4 annas, ...		...	...	...	...	...	Sugar comes as a return freight, and the bullocks, &c., are laden with grain, &c., from this.
																			Baharpur, ...	22	Do.	Distto, ...	Distto, ...	Distto.							
	Jalaun, ...	...	422·05	387·05	...	...	...	...	1,810·10	...	1,374·6	2,502·7	...	...	582·7	...	4,377	7,187·10	Calpee, ...	32	E.	Pucca road, ...	Carts, ...	1 pie, ...		...	...	...	...	...	Sugar is brought as a return freight, grain being taken mostly as an original despatch.
																			Cawnpur, ...	82	Do.	Distto, ...	Distto, ...								
	Kunch, ...	...	4,148·01	1,937·78	...	...	354·08	...	6,439·87	...	...	...	...	...	33,710·69	...	33,710·69	40,111·56	Cawnpur, ...	92	N.E.	Kutcha and raised earth,	Distto, ...	1 ,, ...		Jhansie, ...	52	N.W.	Kutcha and pucca.	Carts, ...	1 pie, ...	Grain, ghee and oil-seeds, &c., are carried from Kunch to Cawnpur, and sugar and gunr are generally brought back.
																			Calpee, ...	41	Do.	...	Distto, ...	1 ,, ...		Duttiah, ...	52	N.	Distto, ...	Distto, ...	Distto.	
	Jagwi, ...	...	1,324·01	6,361·23	262·02	...	750·28	...	8,937·60	...	970·45	8,792·43	...	...	357·06	...	10,119·04	19,056·14	Calpee, ...	44	Do.	Pucca road, ...	Distto, ...	1 ,, ...		Jhansie, ...	47	S.W.	Pucca road, ...	Distto, ...	1 ,, ...	Original freight, carts return with grain and cotton.
																			Cawnpur, ...	99	Do.	Distto, ...	Distto, ...	1 ,, ...		Duttiah, ...	61	Do.	Distto, ...	Distto, ...	1 ,, ...	
	Erich, ...	...	42·7	41·	...	...	...	...	103·7	...	4,419·25	357·	...	...	...	...	4,776·25	4,880·25	Baita, ...	32	S.E.	Kutcha road, ...	Distto, ...	1 ,, ...		Dhamoni, ...	46	W.	Kutcha road, ...	Distto, ...	1 ,, ...	Sugar comes as an original investment, the carts being taken empty.
	Chirgaon, ...	...	37	204·13	...	...	...	...	241·13	...	2,364·	895·04	...	...	...	...	3,259·04	3,500·17	Cawnpur, ...	131	N.E.	Pucca road, ...	Distto, ...	1 ,, ...		Dhamoni, ...	10	W.	Kutcha road,...	Carts and bullocks.	4 ,, ...	Return freight, ghee, oil, and cotton are taken to the place.
																			Calpee, ...	73	Do.	Distto, ...	Distto, ...	Distto.							
																			Kunch, ...	34	N.	Pucca and kutcha.	Distto, ...	Distto.							
	Baragaon, ...	...	...	...	...	...	54·01	...	54·01	...	5,360·01	...	...	...	...	...	5,360·01	5,414·02	Rasool, ...	11	S.	Kutcha road, ...	Carts, bullocks,	0		Jhansie, ...	9	N.W.	Kutcha and pucca road.	Bullocks and carts.	2 ,, ...	Original investment, and return freight with salt.
																			Bhat, ...	46	E.	Distto, ...									
	Jhansi, ...	...	...	4,892·76	...	2,550·36	...	...	6,847·12	...	7,427·03	732·03	...	...	89·	...	8,249·03	15,097·7	Badshapur, ...	310	N.E.	Pucca and kutcha.	Distto, ...	1 ,, ...		Jhansie, ...	2	W.	Pucca, ...	Carts and bullocks.	3 ,, ...	Original investment, and on return take back salt from Jhansie.
																			Cawnpur, ...	140	Do.	Pucca, ...	Carts, ...	1 ,,							
																			Pritthipur, ...	23	E.	Pucca and kutcha.	Bullocks and bullalore.	1 ,, ...		Kota, ...	180	...	Pucca and kutcha.	Bullocks, ...	2 ,, ...	
																			Nawari, ...	26	Do.	Distto, ...	Distto, ...	1 ,, ...							
	Bahina, ...	...	...	47·03	...	436·9	3·03	...	539·06	...	...	...	...	...	337·94	...	337·94	877	Mirapur, ...	300	N.E.	Distto, ...	Bullocks, ...	1 ,, ...		Kota, ...	200	W.	Kutcha, ...	Distto, ...	1 ,, ...	Sugar is generally an original investment, at least more so than a return one. The returning bullocks bring back grain, &c.
																			Cawnpur, ...	161	Do.	Distto, ...	Distto, ...	1 ,, ...		Kunwarlimes, ...	84	S.W.	Distto, ...	Distto, ...	2 ,, ...	
																			Maggurpur, ...	26	E.	Kutcha, ...	Distto, ...	1 ,, ...		Distto, ...	24	Do.	Distto, ...	Distto, ...	2 ,, ...	
	Talbehat, ...	...	...	130·	1·75	...	...	...	131·75	...	491·08	...	...	...	...	...	491·08	622·83	Cawnpur, ...	186	S.W.	Metalled road,	Carts, ...	·74 ,, ...		Goorsurai, ...	18	S.W.	Cart track, ...	Carts, ...	·74 ,, ...	Original investment, and on return take back rice.
																			Mahrouni, ...	13	E.	Cattle track, ...	Bullocks, ...	2·80 ,, ...		Talbehat, ...	...	...	Line, ...	Bullocks, ...	2·80 ,, ...	
																			Pritthipur, ...	96	S.E.	Distto, ...	Distto, ...	,, ...		Pichora, ...	13	W.	Kutcha road,...	...	,, ...	
	Banai, ...	...	...	...	...	2,439·03	...	...	2,439·03	...	457·13	...	...	...	...	...	457·13	2,896·16	Mirapur, ...	300	E.	Cart track, ...	Distto, ...	1 ,, ...		Kota Bhoondee,	...	...	...	...	...	
																			Badshapur, ...	300	Do.	Distto, ...	Distto, ...	2 ,, ...		Bedaun, ...	...	...	...	...	...	
																			Baroulea, ...	18	Do.	Bullocks and cart track.	Distto, ...	2 ,, ...		Jalhara, ...	9	W.	Distto, ...	Distto, ...	2½ ,, ...	Original investment, the Recpurse going with empty bullocks.
	Lalitpur, ...	...	...	3,073·72	...	13,593·01	...	...	17,069·08	...	...	885·11	...	89·10	8,134·29	...	4,060·5	21,229·08	Mirapur, ...	250	N.E.	Kutcha road,...	Distto, ...	1 ,, ...		Kota Pumna, ...	210	S.W.	Distto, ...	Distto, ...	1½ ,, ...	The description of sugar that belongs to the marts is of a superior quality; the inferior kind is retailed here.
																			Badshapur, ...	300	N.E.	Distto, ...	Distto, ...	1 ,, ...		Mundlesura, ...	230	Do.	Distto, ...	Distto, ...	1½ ,, ...	
																			Cawnpur, ...	160	Do.	Distto, ...	Carts, ...	1 ,, ...								
	Gursah, ...	...	...	710·1	...	...	34·02	...	744·12	...	178·08	10·	...	...	3,191·	...	3,374·08	4,119·20	Cawnpur, ...	211	N.E.	Kutcha and pucca road.	Distto ...	1 ,, ...		Bhallah, ...	64	S.	Kutcha, ...	Carts, ...	1 ,, ...	Sugar is always a return freight for salt.
																			Mahroni, ...	18	Do.	Kutcha, ...	Bullocks, ...	1 ,, ...		Segar, ...	45	Do.	Distto, ...	Bullocks, ...	1 ,, ...	
																			Mahangaon,	20	Do.	Distto, ...									
																			Mouw Rampur,	32	Do.	Distto, ...									
	Total, ...	...	9,104·	17,502·	571·	13,402·	1,421·	...	43,124·	...	21,331·	17,043·	...	89·	43,769·	...	82,232·	1,25,356·												

PART II.—Statement showing the Course of the Sugar Trade and the Quantity crossing each Section of the Inland Customs Line during the year 1871-72.—(Concluded.)

Name of Division	Name of Post.	Sugar — Receipts: Jubbulpore Distt.	Right bank of the Jumna.	Ganges Distt.	Left bank of the Ganges (Hoshungabad and Eastern Oudh).	Marts below Allahabad.	Miscellaneous Marts.	Uncertain Marts.	Total.	Sugar — Despatches: Jubbulpore Distt.	Right bank of the Jumna.	Ganges Distt.	Left bank of the Ganges (Hoshungabad and Eastern Oudh).	Marts below Allahabad.	Miscellaneous Marts.	Uncertain Marts.	Total.	Total Sugar.	Name of Sugar Marts below line from which the Post is supplied.	From Post: Distance in Miles.	From Post: Direction.	Nature of Communication.	Nature of Carriage.	Average Cost of Carriage to Line.	Name of Mart above Line to which the Sugar crossing at the Post finds its way.	From Post: Distance in Miles.	From Post: Direction.	Nature of Communication.	Nature of Carriage.	Average Cost of Carriage per mile.	Remarks.
		Mounds.				Mounds.	Mounds.	Mounds.	Mounds.	Mounds.				Mounds.	Mounds.	Mounds.	Mounds.	Mounds.							For md. per mile.						For md. per mile.	
Kaisa.	Mulchon, ...		...	...	...	...	132	...	132	...	...	...	...	...	4,665	...	4,665	4,857	Baleowsee, ...	24	N.E.	Bullocks and cart track.	Bullocks only.	1 ¼a, ...	Khassi, ...	24	S.W.	Bullocks and cart track.	Bullocks only.	1 ¼a, ...	For the most part as an original investment.
	Sendil, ...	...	102	...	...	...	102	...	204	...	306	...	...	...	186	...	294	306	Jubbulpur, ...	126	S.S.	Kutcha jungle road.	Pack Cattle, ...	1 anna and 8 pies,	Khassi, ...	19½	W.	Kutcha Jungle roads.	Pack Cattle, ...	...	Comes as an original investment, and returns with salt and other miscellaneous goods.
	Sagar, ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Sagar, ...	16	...	...	...	2 annas, ...	Pitoria, ...	21	Do.				
	Tiffi, ...	...	...	...	10,387	...	...	...	10,387	...	...	...	...	4,398	...	...	4,398	14,785	Jubbulpur, ...	126	S.E.	Kutcha road, ...	Carts, ...	2 pies, ...	Bhopal, ...	8	S.W.	Kutcha road, ...	Carts, ...	1½pie.	Take as an original investment: carriage returns empty.
																									Sehore, ...	100	Do.	Ditto, ...	Ditto, ...	2 „	
																									Seone, ...	42	W.	Ditto, ...	Ditto, ...	2 „	
																									Sirrange, ...	60	Do.	Ditto, ...	Ditto, ...	1½ „	
	Gurjhamar, ...	...	...	...	...	43	...	...	43	...	...	...	...	24	...	...	24	67	Jubbulpur, ...	93	N.E.	Cart track, ...	Carts, ...	12 annas, ...	Gurjhamar, ...	...	...	...	...	...	Sugar comes as an original investment.
																			Bohli, ...	11	E.	Ditto, ...	Ditto, ...	1 anna,							
	Dumi, ...	...	...	...	...	...	18	...	18	...	...	...	...	79	...	...	79	94	Jubbulpur, ...	97	S.E.	Kutcha road, ..	Pack and buffaloes.	1½ pie, ...	Subuljpur, ...	18	S.W.	Kutcha track, ...	Pack cattle, ...	1½ „	Original investment.
	Tendukhera, ...	...	...	...	...	57	...	...	57	...	...	...	...	2	...	...	2	59	Nursingpur, ...	30	Do.	Ditto, ...	Carts, ...	1½ „	Deoree, ...	12	W.	Kutcha, ...	Carts, ...	1 „	Ditto.
																								Buffaloes, ...	1½ „				Buffaloes, ...	1½ „	
																								Bullocks, ...	2 „				Bullocks, ...	2 „	
	Palsha, ...	...	...	...	...	...	105	...	105	...	...	...	...	...	...	...	...	105	Goodarwara, ...	7	E.	Ditto, ...	Carts, ...	2 „	Deoree, ...	9	N.	Ditto, ...	Carts, ...	2 „	Ditto.
																								Buffaloes, ...	3 „				Buffaloes, ...	3 „	
																								Bullocks, ...	3 „				Bullocks, ...	3 „	
	Salakhera, ...	...	...	...	...	457	...	...	457	...	...	...	...	...	...	...	...	457	Goodarwara, ...	15	Do.	Ditto, ...	Carts, ...	1 anna and 4 pies,	Chatair, ...	14	N.W.	Ditto, ...	Carts, ...	Cart 2 annas and 6 pies, and buffaloes 4 annas.	Ditto.
																								Buffaloes, ...	2 „ 6 „	Deoree, ...	15	E.	...	...		
																										Oudeypur, ...	9	N.	Ditto, ...	Ditto, ...		
	Omerdha, ...	...	...	...	...	201	...	...	201	...	...	...	...	...	...	...	...	201	Barkhera, ...	14	S.W.	Ditto, ...	Carts, ...	2 pies,	Chatair, ...	8	N.W.	Ditto, ...	Buffaloes, ...	2 pies, ...	Ditto.
	Total, ...	...	102	...	...	11,625	438	...	11,565	...	306	...	...	4,552	5,134	...	9,872	21,737													
Hoshungabad.	Mowakhera, ...	...	...	...	...	1,332·03	...	...	...	...	...	...	...	...	...	...	...	1,332·03	Bichhapur, ...	2	S.	Kutcha road, ...	Chiefly camels, occasions 11 carts.	9 „ ...	Bareilly, ...	14	N.	Kutcha road, ...	Chiefly cattle, occasionally camels.	4 annas, ...	Ditto.
																			Sohajpur, ...	10	S.W.	Ditto, ...	Carts, ...	2½ to 3 annas,							
	Patai, ...	...	...	...	...	169·06	...	...	...	...	...	...	...	...	...	...	...	169·06	Baliya, ...	9	S.	Ditto, ...	Ditto, ...	2 annas, ...	Bhaktatch, ...	4	Do.	Ditto, ...	Ditto, ...	1½ „ ...	The sugar trade is too insignificant.
	Hoshungabad, ...	...	...	...	...	10,329·71	...	...	...	...	...	...	...	...	...	...	...	10,329·71	Jubbulpur, ...	143	E.	Rail road, ...	Railway waggon and cart.	Rail 2 annas, ... Cart 3 „	Bhopal, ...	60	Do.	Ditto, ...	Carts, ...	2 annas and 4 pies.	Original investment.
																			Mirzapur, ...	481	N.E.	Metalled road....	Ditto, ...	Not known.							
	Shoopur, ...	...	...	...	...	649·37	...	...	...	...	...	...	...	...	...	...	...	649·37	Seone, ...	12	E.	Cart track, ...	Carts and cattle,	1 anna, ...	Shyrowla, ...	12	Do.	Ditto, ...	Ditto, ...	1 anna, ...	Ditto.
	Harda, ...	...	...	...	...	12,650·34	...	...	...	...	...	...	...	...	...	...	...	12,650·34	Mirzapur, ...	479	N.E.	Railway, ...	Railway waggon.	Re. ·91, ...	None. The sugar is consumed in the town of Harda itself and neighbouring villages.						
	Khandwa, ...	...	...	...	...	76,259·61	...	...	...	...	...	...	...	...	...	...	...	76,259·61	Mirzapur, ...	542	N.E.	Railway, ...	Railway waggon.	Not known, ...	Indore, ...	72	W.	Metalled road.	Carts, ...	2 annas and 7 pie.	Ditto.
																			Jubbulpur, ...	503	E.	Ditto, ...	Ditto, ...	Ditto, ...							
	Burhanpur, ...	...	...	...	...	794	...	...	794	...	...	...	...	...	...	...	...	794	Jubbulpur, ...	305	N.E.	Ditto, ...	Ditto, ...	14 annas and 8 pies,	... ...	...	...	...	...	...	Ditto.
	Total, ...	...	...	...	...	1,01,442·97	...	...	1,01,442·97	...	...	...	...	...	...	...	...	1,01,442·97													
Nagpur.	Chanda, ...	...	...	...	...	39·97	...	...	39·97	...	...	...	...	...	...	...	...	39·97	Kampton, ...	106	N.W.	Partly metalled road.	Carts, ...	2 annas per md. per mile by cart.	Woon, Serroncha.	10	S.S.	Kutcha road, ...	Carts, ...	2 annas by cart.	Sugar is a return freight for teak, grains, and jungle produce.
	Dhaba, ...	...	...	...	...	...	...	...	...																						
	Chanima, ...	...	...	...	...	...	...	...	...			No duty on	merchan se per in this	Division.																	
	Gurchuroli, ...	...	...	...	...	...	...	...	...																						
	Ambagarh, ...	...	...	...	...	2·53	...	...	2·53	...	...	...	...	...	...	...	...	2·53	Nagpur, ...	120	N.W.	22 miles metalled road, and 98 kutcha road.	Ditto, ...	2 annas, ditto, ...	Neighbouring villages.	...	...	Ditto, ...	Ditto, ...	2 annas, ...	Ditto.
	Total, ...	...	...	...	...	50·43	...	...	50·43	...	...	...	...	...	...	...	...	50·43													
Raipur.	Dhamtari, ...	...	...	...	...	134	...	...	134	...	...	...	...	...	...	...	...	134	Raipur, ...	88	S.	Kutcha road, ...	Carts and bullocks.	From Rs. 3-8-0 to Rs. 4-2-0.	Dhamtari, ...	...	...	...	...	...	Sugar exported to Dhamtari for the local consumption there; it never finds its way beyond this place.
	Arang, ...	...	...	...	...	127	...	...	127	...	...	...	...	...	...	...	...	127	Raipur, ...	24	W.	High road, ...	Ditto, ...	From Rs. 2-3-3 to Rs. 2-8-0,	Arang, ...	...	...	...	...	...	Ditto.
	Sukelda, ...	...	...	...	...	18	...	...	18	...	...	...	...	...	...	...	...	18	Raipur, ...	126	W.	Ditto, ...	Ditto, ...	From Rs. 15-0-0 to Rs. 16-0-0.	Sarabalpur, ...	40	E.	High road, ...	Carts, ...	...	Export trade to Sarabalpur.
	Total, ...	...	...	...	...	299	...	...	299	...	...	...	...	...	...	...	...	299													

ABSTRACT OF ANNEXURE XIV.

Part II.—Sugar.

Province.	Division.	Refined.													Unrefined.												Total.
		Umritsar.	Ferozepur.	Multan.	Shujbad.	Kangurh.	Uncertain.	Jullundur Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilkhund and Eastern Oudh.)	Marts below Allahabad.	Miscellaneous marts.	Uncertain marts.	Total.	Umritsar.	Ferozepur.	Multan.	Shujbad.	Kangurh.	Uncertain.	Jullundur Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilkhund and Eastern Oudh.)	Marts below Allahabad.	Miscellaneous marts.	Uncertain marts.	Total.	
Punjab.	Shahpur, ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Multan, ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Hissar, ...	...	...	...	...	...	...	...	27,829	40,910	9,882	...	58,773	...	1,98,157	...	...	...	...	...	...	...	1,48,310	80,146	8,015	...	19,630	...	3,26,101	4,34,268
	Delhi, ...	...	...	...	...	...	...	...	4,13,569	1,19,870	51,041	...	29,546	...	4,31,094	...	...	...	...	...	...	...	1,22,341	2,48,950	50,457	80	12,214	...	4,34,042	8,65,136
	Total, ...	...	...	...	...	...	...	...	2,41,398	1,60,780	60,932	...	1,34,933	...	5,98,034	...	...	...	...	...	...	...	2,70,651	3,29,095	58,472	80	2,25,073	...	8,83,374	14,81,408
N.-W.P.	Agra, ...	...	...	...	...	...	...	...	1,79,690	73,891	31,437	37,005	14,529	...	3,36,552	...	...	...	...	...	...	...	72,446	1,92,198	56,956	26,262	6,406	...	3,54,27	6,90,820
	Jhansi, ...	...	...	...	...	...	...	...	6,104	17,562	571	10,466	1,421	...	45,124	...	...	...	...	...	...	...	21,221	15,341	...	39	43,788	...	80,399	1,26,523
	Total, ...	...	...	...	...	...	...	...	1,85,794	91,453	32,008	56,471	15,950	...	3,81,676	...	...	...	...	...	...	...	93,677	2,07,539	56,956	26,308	50,197	...	4,34,677	8,16,353
Central Provinces.	Sagar, ...	...	...	...	...	...	...	...	100	...	...	11,025	438	...	11,563	...	...	...	...	...	...	...	206	...	...	4,292	5,134	...	9,622	21,195
	Hoshangabad, ...	...	...	...	...	...	...	...	...	...	...	1,02,445	...	...	1,02,445	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,02,445
	Nagpur, ...	...	...	...	...	...	...	...	...	...	...	56	...	...	56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	56
	Raipur, ...	...	...	...	...	...	...	...	...	...	...	299	...	...	299	...	...	...	...	...	...	...	...	...	...	...	...	...	...	299
	Total, ...	...	...	...	...	...	...	...	100	...	...	1,13,825	438	...	1,14,363	...	...	...	...	...	...	...	206	...	...	4,292	5,184	...	9,632	1,23,995
	Grand total, ..	...	...	...	...	...	...	...	4,27,292	2,52,233	92,931	1,70,296	1,51,321	...	10,94,073	...	...	...	...	...	...	...	3,64,534	5,36,633	1,15,428	30,680	2,80,406	...	13,27,683	24,21,756

the presence of an independent British Officer with an establishment in the middle of his State. In the second place, the Native officials, who, under the former system, made in various ways a personal profit, find this source of emolument cut off from them, and would no doubt lose no opportunity to impress upon the Rájá the advisability of recurring to that system. Lastly, the raising of the price of salt from 10 annas to 20 annas per maund, cannot be popular with the consumers. We have seen the effect of the measure on the imports into British territory, but Mr. Lyon has not entered into the question of its effect on the consumers in Mandí and the neighbouring Native States. He mentions in his 33rd paragraph that formerly about 70,000 maunds used to be imported into Native States, including, I presume, what was retained for consumption in the Mandí State itself. In the year under report only 41,426 maunds were sold for consumption in Native States. This is a heavy falling off, and it does not appear whether any other salt has replaced the deficiency so caused. Mr. Lyon will be called on to report* further on this subject. Last year when I marched through the Mandí State and thence to Simla, in conversation with the people I heard complaints that the high price affected consumption, and when I crossed the Satlaj, the complaint was louder, as Mandí salt had alrealy been comparatively dear there, owing to the distance it had to be brought, with no carriage, except that of porters, available.

Effect of change on imports into British territory.
Effect on consumers in Mandi and neighbouring Native States not noticed by Inspector.
Former imports into Native States, compared with imports of the current year.

Complaints made on the route to Simla that the high price affected consumption.

7. On the whole, however, I am not prepared to recommend any change of system at present. Financially, the experiment has been successful: it is not shown to have produced any real evils, and it has been too short a time at work for us to decide on its abolition. It is possible that the Rájá would be glad to pay us annually even more than we shall ever receive directly from him on condition of our leaving him to manage the mines his own way. The danger of acceding to this would be, that he might be induced to diminish the price of the salt exported to British territory, and thus we might lose the indirect profit now gained by the displacement of Mandí by Láhorí salt. It would, perhaps, be difficult to enforce a condition that he should maintain the selling price. It must be remembered that the tax on Mandí salt is still considerably less than that on Láhorí salt.

Change of system cannot, however, be recommended.
Financially the experiment has been successful.
No real evils apparent; and too short a time in work to decide on abolition.
The Rájá would possibly be glad to pay more than the direct revenue will ever amount to were he allowed to manage the mines his own way.
The danger of acceding to his wishes would be diminution of price of salt imported into British territory and loss of indirect profit.

8. I have never before heard of the saline springs in the Deihreh Tehsil of the Kángrá District mentioned in Mr. Lyon's 22nd paragraph. When the working season at the Panjáb mines is over, I propose deputing Doctor Warth to visit and report on the Mandí salt mines; he might examine these Deihreh springs on his road.

Deihreh Tehsil salt springs unknown.
Doctor Warth to examine them when deputed to report on the Mandí mines.

I have, &c.,
G. H. M. BATTEN,
Commissioner, Inland Customs.

From the INSPECTOR, *Inland Customs, Mandi Salt Mines, to* G. H. M. BATTEN, ESQ., *Commissioner, Inland Customs, Agra, (No.* 27),—*dated Goma, the* 12*th April*, 1872.

SIR,—I have the honour to submit the report for the official year 1871-72 on the work done at the Mandí salt mines.

2. From very insufficient data, I estimated in my report for 1870-71 that 148,590 maunds would be the amount of salt sold at the mines during the past year; and I was under the impression

Last year's estimate of sales a high one.

* See supplementary report.

that my estimate was a low one. Though I over-estimated last year's sales, as I shall proceed to show, still I have no doubt, I shall be able to give sufficient reasons to prove that sales would have been equal to my estimate had the year been an usual one.

3. The total sales amounted to 130,151, maunds which at Re. 1-4 per maund, realized Rs. 1,62,688-12.

Total sales.

4. Immediately after the Palampur Fair, which took place in November last, the Rájá of Mandí went to Láhor. The people of the Kángrá District coupled that fact with the Viceroy's visit to Mandí, and came to the conclusion that the salt mines had a great deal to do with both events, and they were therefore expecting a change in the price of the Mandí salt. The rumour was that the Rájá was to have the mines made over to him again, and that he was to be allowed to sell the salt at 10 annas per maund. In my report for the month of December, I stated that "traders have been deterred from purchasing on account of an absurd rumour that the Rájá of Mandí has gone to Láhor for the purpose of making arrangements with His Honor the Lieutenant-Governor of the Panjáb, for salt to be sold for the future at the old rate of 1 maund and 24 seers for the rupee. The traders inform me that holders of stock have lowered their rates, and instead of purchasing, are trying to get rid of their present stores." I found on further inquiry that many traders had commenced to take grain down to the plains a month earlier during the past year than was their custom. During the winter months only a few traders come for salt, as the roads are dangerous for their cattle on account of ice forming wherever water lodges.

The Rájá's visit to Láhor, with other circumstances, have checked sales.

Trade is slack during the winter months.

5. The past winter was a very severe one, and the unusual cold continued till March. A great deal of rain also fell during the last three or four months of the year, to which traders could not afford to expose their bullocks, as they would very soon have died from the effects of the cold and rain combined.

An unusually severe winter and heavy rains deterred traders from coming for salt.

6. On the return of spring, traders hurried up to Kulu and other states to the eastward of Mandí with rice, the rice crop having almost completely failed on account of last season's excessive rains. Daily I saw between a hundred and a hundred and fifty head of cattle pass the mines laden with grain; and so great was the demand, that traders on their return passed the mines without taking salt, so that they might hurry on to Kángrá for grain, hoping to take a second supply to Kulu before the prices were lowered.

In spring the famine in Kulu determined traders to employ all available carriage to take grain there.

7. It will be seen from the above account, that the salt trade was discontinued for the winter earlier during the past year than would, under ordinary circumstances, have been the case, and was resumed later on account of the scarcity in Kulu. These facts will account for a loss in sales at least equal to the difference between the estimated and actual sales of the past year.

The above reasons will account for the difference between the estimated and actual sales of the past year.

8. I am of opinion that the sales during 1872-73 will be much greater than they were during 1871-72; but to guard against making an over-estimate, I will put 135,000 maunds down as the probable sales for the current year.

Estimate of sales for 1872-73.

9. An account has been kept showing the quantity of salt sold for consumption in Native States and the quantity for consumption in British territory. No objection has ever been made by the Rájá of Mandí to the manner in which this account has been kept; in fact, Mr. Harrison, Councillor to the Rájá, has ordered that a similar account should be kept by the Rájá's establishment. I may there-

Account kept of salt sold for consumption in Native States and in British territory.

fore say that the account will be found to be as correct as it was possible to make it.

Amount of salt sold for consumption in Native States.

10. Maunds 41,425 and 32 seers of salt were sold for consumption in Native States. The amount was distributed among five States,—Mandí, Saket, Chumba, Belaspúr, and Rampúr Bishahur. I do not think that there has been any great falling-off in sales for Native States compared with former years. In Mandí, Saket, and Belaspúr, Mandí rock-salt alone is eaten. I think there has been a slight falling-off in sales for Chumba and Rampúr Bishahur; in the former Pind Dadun Khan rock-salt is largely consumed, and in the latter the sale of Thibet salt has somewhat increased. These facts I have learnt from the traders who visit the mines, and I am inclined to think are correct.

Total sum realized by the Rajá of Mandi.

The Rájá has realized during the past year the following sums,—on the amount of salt sold for Native States Rs. 51,782-4-0, on the amount sold for consumption in British territory, at 10 annas per maund, Rs. 55,453-4-0, making a total sum of Rs. 1,07,235-8-0. The past year has been a satisfactory one for the Raja, who has realized more than he would have had the arrangements been the same as in former years. A lakh of rupees is about the average sum realized during former years.

Amount of salt sold for consumption in British territory.

11. Maunds 88,725 and 8 seers of salt were sold for consumption in British territory: of this amount 65,350 maunds and 16 seers were for Kángrá, 15,131 maunds and 16 seers for Kulu, and 7,552 maunds and 24 seers for Simla, the remainder being small amounts, which were taken for private consumption in the hilly portions of the Hoshiárpúr and Jallandhar Districts. The sum of Rs. 55, 453-4-0 is the duty due to the British Government on 88,725 maunds and 8 seers: of this sum Rs. 14,705-4-0 have been paid into the Simla Treasury, the balance, Rs. 40,748, being still due.

Sales of Mandi salt as reported by the Tehsildars of the Hoshiarpur and Kangra Districts.

12. I have received reports from the Tehsildars of the Hoshiárpur and Kángrá Districts on the sale of Mandí salt within their tehsils. I shall give abstracts of their reports. They give a good idea of the effects of increasing the price of the salt, and will enable me to give a rough estimate, showing the decrease in sales during the past year compared with former years.

No reports received from the Jallandar District, but other information obtained is noted.

13. No reports have been received from the Jallandar District, but some papers have been received, from which I learn the following facts:—In the selling rate, I find that the price of the Mandí salt finds no place, probably because the quantity imported in 1870 was too small to be noticed. In the Nakodar tehsil Mandí salt is used for medicinal purposes only. The salts in use in the Jallandar District are Láhorí, Sambar and Soncher (black?). No Mandí salt is imported into Jallandar for sale, though a small quantity is taken for private consumption. The following are the average selling rates of the different salts in use in the four tehsils of the Jallandar District:—

Selling rates of salts consumed in the Jallandar District.

Name of Tehsil.	*Láhorí.*		*Sambar.*		*Soncher.*	
	At per maund.	At per rupee.	At per maund.	At per rupee.	At per maund.	At per rupee.
	Rs. a. p.	M. S. Ch.	Rs. a. p.	M. S. Ch.	Rs. a. p.	M. S. Ch.
Jallandar, ...	4 4 8	0 9 5	8 0 0	0 5 0	9 11 6	0 3 14¼
Nawa Shahur, ...	4 3 7	0 9 7	7 5 3	0 5 7½	7 5 3	0 5 7½
Philor, ...	4 4 0	0 9 6	...	...	...	...
Nakodar, ...	4 3 11	0 9 6	...	..	...	...
Average for the district, ...	4 4 0½	0 9 6	7 10 7	0 5 3¼	8 8 5	0 4 11

THE MANDI SALT MINES.

14. *Hoshiárpúr District.*—The Tehsildar of the Hoshiárpúr tehsil reports that Mandí salt is not sold within his tehsil. The last batch came in December, 1870, when it was selling at 24 seers for the rupee. Sendha salt is in general use. Sendha salt has come in greater quantities during the past year than it ever did before ; it has been cheaper in consequence. Hoshiárpúr District. Hoshiárpúr Tehsil.

15. The Tehsildar of the Dussoah tehsil reports that there has been a decrease in the sale of Mandí salt. A small quantity is sold about Hajipúr and the neighbouring hilly country, but Lahorí is the salt in general use. Dussoah Tehsil.

16. The Tehsildar of Gurhshunker states that Mandí salt used never to be sold in his tehsil : Láhorí is the only salt in use. The Gurhshunker Tehsil is in the plains, and distant from the main road leading to Hoshiárpúr. Gurhshunker Tehsil.

17. The Umb Tehsildar states that prior to December, 1870, Mandí salt used to be eaten in his tehsil; but that as the price has been raised to Re. 1-4 per maund, and traders are not allowed to take salt from the mines on condition of paying for it after selling it, but are obliged to pay cash, its importation has completely stopped. Umb Tehsil.

18. The Oonah Tehsildar states that both Mandí and Láhorí salts are in use in his tehsil, and that the price of the latter has been raised since December, 1870. Oonah Tehsil.

The average selling rates of the salts used in the Hoshiárpúr District are subjoined :— Average selling rates of salts consumed in the Hoshiárpúr District.

Name of Tehsil.	*Láhorí or Sendha Salt.*		*Mandí Salt.*	
	At per maund.	At per rupee.	At per maund.	At per rupee.
	Rs. a. p.	M. S. Ch.	Rs. a. p.	M. S. Ch.
Hoshiárpúr, ...	4 7 0	0 9 8	1 11 2	0 23 11
Dussooah, ...	4 6 11½	0 9 8	2 0 0	0 20 0
Gurhshunker, ...	4 7 1	0 9 8	...	...
Umb, ...	4 10 8	0 8 8	2 3 10	0 17 12
Oonah, ...	4 11 4	0 8 8½	2 5 6	0 17 1
Average for district, ...	4 8 7	0 9 1½	2 1 1½	0 19 10

19. Lastly, I shall give an account of the sale of Mandí salt in the Kángrá District, as reported on by the Tehsildars of that district. The tehsils most distant from the mines will be noticed first. Kángrá District.

20. The Tehsildar of Nurpúr states that prior to December, 1870, both Mandí and Sendha salts used to be sold within his jurisdiction. Of the total amount of salt consumed, about seven-eighths is Sendha and one-eighth Mandí. Goma salt is not consumed by the people, but is sometimes given to cattle. The people of Chumba sometimes purchase the Mandí salt for their sheep. There has been a decrease in the sale of Mandí salt on account of the enhanced rate at which it is now selling at the mines. The zemindars buy the broken pieces of Sendha salt which they get at a cheap rate, and give it to their cattle instead of Mandí salt. The Guddies (inhabitants of Kángrá) buy the Mandí salt, for though the price has been raised, it is still much cheaper than the Sendha salt. No Thibet salt is used in the Nurpúr tehsil. Nurpúr Tehsil.

THE MANDI SALT MINES.

Humirpúr Tehsil.

21. In the Humirpúr tehsil prior to December, 1870, about one-twentieth of the salt consumed was Sendha, the remaining nineteen-twentieths being Mandí salt. Since the price has been increased, the sale of Mandí salt has decreased. Less salt is now given to cattle: about fifteen-twentieths of the salt used is Mandí.

Deihreh Tehsil.

22. *Deihreh tehsil.*—In this tehsil, before December, 1870, two kinds of salt used to be sold, Sendha and Mandí. Since the price of the Mandí salt has been raised, Sendha is principally used. Sendha salt is twice as saline as the Mandí salt, that is, twice as much Mandí salt must be used compared with Sendha. In this tehsil there are four saline springs: Dhuggur Basa in the Hurripúr Talak, and Juala Mukhi, Kohala, and Gugrohi in the Paltiar Talak. The first is about 15 miles from the second, third, and fourth springs; and the second, third, and fourth springs are about two or three miles from each other. Salt is not made from the brine, but if the brine was boiled down, twenty seers of brine would give half a seer of salt. The people remove the brine in *ghurras*, and boil their vegetables, &c., in it, instead of using salt. From the first-named spring the people of the following nine villages use brine: Dhuggur Basa, Belaspúr, Sarole, Hurripúr, Galair, Mohara, Nuwar, Bacholer, and Khurian. From the second spring three villages take their supply: Drang, Kutog, and Ghailar. From the third spring five villages: Umb, Pakloh, Kohala, Gungoh, and Surainah. From the fourth: the villages of Chowdaha, Bhainoolee, Gugrohi, and Majeen. Only the poor use brine instead of salt.

Kángrá Tehsil.

23. *Kángrá tehsil.*—Before December, 1870, both Sendha and Mandí salt used to be sold in this tehsil, but since the price of the latter was raised, only about half the usual quantity is imported, and Sendha salt, which comes from Pind Dadun Khan, is used instead.

Palumpúr Tehsil.

24. *Palumpúr tehsil.*—The Tehsildar cannot say that prior to December, 1870, Mandí salt used only to be used: a small quantity of Sendha used to be sold. On account of the enhanced rate at which Mandí salt is now selling, its sale has fallen off, and Sendha is being used instead.

Average selling rates of salts consumed in the Kángrá District.

The prices of the salts used in the Kángrá tehsil are given for the past two years:—

	Name of Tehsil.	*Láhorí or Sendha Salt.*		*Mandí Salt.*	
		At per maund.	At per rupee.	At per maund.	At per rupee.
		Rs. a. p.	M. S. Ch.	Rs. a. p.	M. S. Ch.
1870-71.	Nurpúr, ...	4 7 6	0 9 7½	2 3 6	0 17 12
	Humerpúr, ...	5 0 0	0 8 0	1 4 0	0 32 0
	Deihreh, ...	5 7 3	0 7 5½	2 11 9	0 14 9
	Kangra, ...	5 7 2½	0 7 5½	2 4 5	0 17 12
	Palumpúr, ...	5 0 0	0 8 0	...	...
	Average for district, ...	5 1 2½	0 8 0	2 1 11	0 18 13
1871-72.	Nurpúr, ...	4 5 11	0 9 3	2 3 8	0 17 12
	Humerpúr, ...	5 0 0	0 8 0	2 8 0	0 16 0
	Deihreh, ...	5 0 5½	0 8 0	2 6 10½	0 17 7
	Kángrá, ...	4 13 10	0 8 3	2 4 3	0 17 12
	Palumpúr, ...	5 0 0	0 8 0	2 0 0	0 20 0
	Average for district, ...	4 13 5½	0 8 3	2 4 6½	0 17 12

THE MANDI SALT MINES.

25. The above account simply shows that the Tehsildars in the Kángrá District take no trouble to send in correct returns to the Deputy Commissioner. Mandí salt was almost as dear in 1870-71, when it was selling at 1 maund and 24 seers for the rupee, as it was during the past year, when it was twice as dear at the mines. The Tehsildar of Humerpúr states that when salt was selling at the mines at 1 maund and 24 seers for the rupee, the selling rate at Humerpúr was 32 seers for the rupee,—*therefore*, now that salt is selling at 32 seers for the rupee at the mines, the selling rate at Humerpúr must be 16 seers for the rupee.

The selling rates supplied to Deputy Commissioner of Kángrá are incorrect.

26. The Tehsildar of Kulu, a sub-division of the Kángrá District, situated to the north-east and east of Mandí, has sent in reports which are decidedly more satisfactory than those sent in by the other Tehsildars. The Tehsildar of Plach states that the people in his tehsil use Mandí salt ; no other salt is used there, and there has been no decrease in the sale of Mandí salt on account of the enhanced price. No one, save a few tehsil officials, use Sendha salt.

Kulu Sub-Division.

Plach Tehseel.

27. *Kulu tehsil.*—From time immemorial Mandí salt has been used by the Kulu people, but the consumption has been curtailed on account of the enhanced rate at which it is now selling. People, instead of giving salt to their cattle three times a month, now give it only once. Lahouli (Thibet) salt is eaten by the people, but they do not give it to their cattle, as it is supposed to breed disease. As reasons for the decrease in the sale of Mandí salt, the Tehsildar states that one or two days' work is now taken from purchasers without payment being made to them before they get their salt, and because when they come to weigh their salt, they find they get 28 instead of 32 seers for the rupee. Since the price of the Mandí salt has been raised, the use of Lahouli salt has become general. The Kulu people take their sheep to Lahoul, and bring them back laden with salt. The Lahoulis also bring salt to Kulu, and barter it to the people for twice its weight of grain. The Lahouli salt is imported from Rudak, in Lhasa, Rokus, in Ladak, and from Kaishuk. The salt from Kaishuk is bad. The Rudak salt is superior to the Rokus, as it contains no stones. The common people are accustomed to use Lahoul salt, but the well-to-do sometimes use Sendha.

Kulu Tehsil.

The selling rates of the salts used in Kulu during the past two years are as follows :—

The selling rates of salts in the Kulu Sub-division.

Year.	Name of Tehsil.	*Lahori, or Sendha.*		*Mandí.*		Remarks.
		At per maund.	At per rupee.	At per maund.	At per rupee.	
		Rs. a. p.	M. S. Ch.	Rs. a. p.	M. S. Ch.	
1870-71.	Plach, ...	7 2 0	0 5 9¼	1 15 4	0 20 10	The selling rate of Lahoul salt cannot be given, as it is always bartered for grain.
	Kulu, ...	7 4 6	0 5 8½	2 1 8	0 19 6	
	Average for the Sub-division, ...	7 3 3	0 5 9	2 0 6	0 20 0	
1871-72.	Plach, ...	6 15 4	0 5 11	2 4 0	0 17 12	
	Kulu, ...	7 11 0	0 5 3	2 5 3	0 17 5	
	Average for the Sub-division, ...	7 5 2	0 5 7	2 4 7¼	0 17 8½	

28. The above accounts show that there has been a great decrease in the sale of Mandí salt for consumption in the Jallandhar, Hoshiárpúr, and Kángrá Districts.

Deductions from the above accounts.

THE MANDI SALT MINES.

Disuse of Mandí salt in the Jallandhar District.

29. In the Jallandhar District Mandí salt was never used to any great extent; its use is now quite discontinued.

Decrease of consumption in the Hoshiárpúr District.

30. In the Hoshiárpúr District the sale of Mandí salt used to be great. It was always procurable in the Hoshiárpúr bazar, and I believe every petty bunniah kept it for sale when it was cheap. Sendha salt has now almost completely driven it out of the market; and the few maunds sold for consumption in that district were taken by men who would otherwise have returned empty to their homes. I estimate that about 20,000 maunds of salt less than in former years have been imported into Hoshiárpúr.

Decrease also in the Kángrá District.

31. Although Mandí salt is in general use in the Kángrá District, the people in the tehsils bordering on the Hoshiárpúr District use Sendha salt. Even as far north as the Kángrá tehsil the Tehsildar reports that only half the usual quantity has been imported during the past year. The Tehsildar of Pallumpúr (a tehsil bordering on Mandí and close to the mines) states that the sale of Mandí salt has fallen off, and that Sendha is being used instead. Maunds 65,350-16-10 of salt were sold for sale in Kángrá; and if the accounts sent in by the Tehsildars are reliable, a decrease of at least 40,000 maunds has taken place.

Displacement of Mandí by Lahouli salt in the Kulu Sub-division.

32. The Tehsildar of Kulu also reports that there has been a great decrease in the sale of Mandí salt, and that Lahouli salt is being used instead. As grain is generally cheap in Kulu, I should say that the selling rate of Lahouli salt at Sultanpúr was 24 seers for the rupee. At least 10,000 maunds of salt less than in former years has, during the past year, been imported into Kulu.

Imports of former years estimated.

33. From the accounts of the past year and the reports of the Tehsildars, abstracts of which have already been given, it is plain that in former years at least 150,000 maunds of Mandí salt used to be imported into British Territory, and about 70,000 maunds into Native States.

Expenditure.
Pay.

34. The gross expenditure during the past year amounts to Rs. 8,015-13-10. Rs. 8,520 were sanctioned for the pay of establishment, of which sum Rs. 7,959-7-7 have been expended. The above expenditure calls for no particular remark. Rs. 360 were sanctioned as contingent and stationery allowance, but only the sum of Rs. 56-6-3 was spent.

Contingent and stationery allowance.

Percentage of charges on gross realizations.

35. The percentage of charges on gross realizations is 14·45. This percentage is high; but when it is considered that an increased sale of at least 50,000 maunds of salt at the Shahpúr Mines must have taken place for consumption in the Hoshiárpúr and Kángrá Districts, in consequence of the decrease in the sale of Mandí salt, the result of the tax on the Mandí salt will, I am sure, be considered as eminently satisfactory.

Carriage employed to remove the salt.

36. Having given the financial results of the Mandí mines, I shall now state a few facts relating to the carriage, &c., of the salt, which may be of interest. Appendix C. gives details of all the carriage employed for the removal of the salt. It will be seen that the large number of 95,432 men have come to the mines for head-loads of salt. This is partly the result of their being no roads for cattle to the thousands of small hamlets scattered over the hills, which makes it necessary that one man of each household should come for the year's supply of salt; and also on account of our selling salt in retail,—sales of 8 seers being allowed. Nearly all

the salt that goes to the Kángrá District is taken on bullocks, as the roads to and in Kángrá are comparatively in good condition. Mules, asses, and ponies generally take salt to Kulu.

37. In Appendices D. and E. I have given a list of the persons, &c., to whom salt is given without payment. The account shows a custom different to any in British territory. The amounts are entered in my accounts, as if the price of the salt had been paid. Mr. Harrison once mentioned to me that the Rájá wished to be exempted from paying the tax on the amount of salt given in charity to the temples in the Kángrá District, but he has taken no official action in the matter, chiefly, I suppose, on finding that only a very small amount of salt was taken to Kangra.

List of persons to whom salt has been given free of charge.

38. The work of the establishment has been satisfactory. I have been unable to employ hill-men as chuprassies, as the Mandí men are very inferior in every way to men of the same class in the plains. The Sub-Deputy Inspectors Sadiq Ali and Wilayat Ali have both worked well during the past year; the former is much inferior to the latter in everything pertaining to his work.

Establishment.

39. This report has been delayed somewhat by the reports from the Tehsildars not having been received till the 9th instant. No reports have as yet been received from the Tehsildars of the Simla District.

I have the honour to be,

SIR,

Your most obedient servant,

WILLIAM LYON,

Inspector, Inland Customs.

APPENDIX A

Showing quantity of Salt sold at the Mandi Salt Mines during the year 1871-72.

Name of Mine.	Total quantity of salt sold.	Amount sold for consumption in British Territory.							Amount sold for consumption in Native States.						
		Kángrá.	Kulu.	Hoshiárpúr.	Jallandhar and Gurdáspúr.	Simla.	Total.	Mandi.	Saket.	Chumba.	Bilaspúr.	Rampúr Bishahur.	Other Native States.	Total.
	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.
Goma, ...	66,964 0	53,911 24	2,887 24	360 0	...	64 32	57,224 0	9,190 8	114 32	371 8	23 0	40 32	...	9,740 0
Drang, ...	63,187 0	11,438 32	12,243 32	75 16	255 16	7,487 32	31,501 8	15,427 32	6,482 32	...	7,504 16	2,182 16	88 16	31,685 32
Total, ...	130,151 0	65,350 16	15,131 16	435 16	255 16	7,552 24	88,725 8	24,618 0	6,597 24	371 8	7,527 16	2,223 8	88 16	41,425 32

GOMA, *15th April*, 1872.

WILLIAM LYON,
Inspector, Inland Customs.

APPENDIX B.

Cash Account of the Inspector of the Mandi Salt Mines for 1871-72.

	Rs. a. p.	Rs. a. p.	Heads of Disbursements.	Amount.	Total.
				Rs. a. p.	Rs. a. p.
Cash balance from last year's account 1870-71, ...	...	13 0 0	Pay of Establishment, ...	7,959 7 7	
Pay of Establishment, Rs. 7,959-7-7, ...			Stationery and Contingent Allowance, ...	56 6 3	
Badge Fund Account, „ 12-0-0, ...	7,971 7 7		Badge Fund Account, ...	9 6 3	
Contingent and Stationery Allowance, ...	56 6 3				
			Total, ...	...	8,025 4 1
Total, ...	...	8,027 13 10	Cash Balance, ...	...	15 9 9
GRAND TOTAL, ...	...	8,040 13 10	GRAND TOTAL, ...	...	8,040 13 10

MEMO. OF CASH BALANCE.

	Remitted.	Cash in hand.	Total.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Badge Fund Account, ...	...	15 9 9	15 9 9
Total, ...	...	15 9 9	15 9 9

GOMA : 15*th April*, 1872.

WILLIAM LYON,
Inspector, Inland Customs.

APPENDIX C.

Statement showing Carriage employed at the Mandi Mines for the removal of Salt, for the year 1871-72.

Name of Mine.	Camels.	Mules.	Bullocks.	Ponies.	Asses.	Goats.	Head-loads.	Remarks.
Goma, ...	2	1,264	13,717	1,238	189	6	38,766	
Drang, ...	...	1,619	5,921	645	664	6,702	56,666	
Total, ...	2	2,883	19,638	1,883	853	6,708	95,432	

GOMA: 15*th April*, 1872.

WILLIAM LYON,
Inspector, Inland Customs.

APPENDIX D.

Amount of Salt given yearly without payment at the Goma Mine, for the year 1871-72.

Number.	Name of Recipient.	Amount.
		Mds. S. C.
1	Karun Sing, late Wazir's son, ...	48 0 0
2	Goma Brahmins, ...	18 36 0
3	Dhári, Brahmin of the Awasti caste of Harabag, ...	4 32 0
4	Shunker, Brahmin, Joshi, of Kángrá, ...	4 32 0
5	To be placed on grazing ground for cattle, ...	7 8 0
6	To the Debi of Balukrupi, near Harabag, ...	9 24 0
7	Ditto Dábis of Phurgani and Parmesire, of Chowhari, ...	4 32 0
8	Ditto Deo of Pasa Kot, ...	2 24 0
9	Ditto Priests of the Baijnait Temple, ...	19 8 0
10	Ditto Deo of Pasa Kot, ...	0 32 0
11	Harabag Thana, ...	13 20 0
12	Sindoul Thana, ...	9 0 0
13	Charity to be distributed at the Mine,...	16 0 0
14	For the Panch Baeea Sacrifice, ...	2 16 0
15	Jogi of Bhyronath, &c., Kángrá District, ...	40 32 0
16	Widows at Goma, ...	12 24 0
17	Work-people at the Mine, ...	63 0 0
18	Dhori (head miner), ...	1 32 0
19	Bhutungroo (head-writer at the Mine), ...	0 36 0
20	Peons stationed at the Mine, ...	12 0 0
21	For Fort Kamla, ...	34 0 0
22	For Fort Shahpore, ...	3 24 0
	Total, ...	329 20 0

GOMA: 15*th April*, 1872.

WILLIAM LYON,
Inspector, Inland Customs.

THE MANDI SALT MINES.

APPENDIX E.

Amount of Salt given yearly at the Drang Mine without payment during 1871-72.

Number.	Name of Recipient.	Amount. Mds.	S.	C.
1	Sawal Dass, Bairagee Fukeer, Kulu, ...	4	32	0
2	Nunkoo Jat, ...	10	0	0
3	Mowluk Acharjee, Brahmin, ...	2	0	0
4	Thakur Manikurn (hot springs), ...	4	32	0
5	Kaimee Negee (Jemadar),...	9	24	0
6	Bekum Dass, ...	9	24	0
7	Bhuktoo Koila (Native of Kulu), ...	4	32	0
8	Rani, the Rajah's mother, ...	24	0	0
9	The Rani of Delarpur, ...	9	24	0
10	The Rani of Gulair, ...	19	8	0
11	The Rani of Kutti, ...	19	8	0
12	The Rani of Kulu, ...	8	0	0
13	Kurn Sing, late Wazir's son, ...	120	0	0
14	Bulwantgir, ...	48	0	0
15	Balshunker, ...	24	0	0
16	Koofooroo, Jemadar, ...	14	16	0
17	Bhoopta, ...	14	16	0
18	Thakur Sarujkund, ...	9	24	0
19	Pretum Dass, ...	4	32	0
20	Chiraga Rana, ...	2	0	0
21	Jhund, son of Heera, Sonar, ...	2	16	0
22	Rât (to be placed in the town of Mandi for cattle), ...	48	0	0
23	Ditto (to be placed in other parts of the State), ...	10	0	0
24	Deota and Brahmins of Drane, ...	24	0	0
25	Charity to be distributed at the Mine, ...	16	0	0
26	"Thakur" of Drang, ...	4	0	0
27	Perohit Chundermani, ...	19	8	0
28	Jai Sing, ...	19	8	0
29	"Tilok Nath" (name of a "Mandir"), ...	4	3	2
30	Luchman Dhur, Baid, ...	19	8	0
31	Mahir Sidu, ...	9	24	0
32	Coolies at the mine, ...	90	0	0
33	Mian Prem Sing, Rajah's uncle, ...	4	32	0
34	„ Bagh Sing, „ „	19	8	0
35	„ Rugonath Sing, „ „	19	8	0
36	„ Kupoor Sing, ("tow"), ...	9	24	0
37	„ Perdhan Sing, brother, ...	19	8	0
38	„ Man Sing, „ „	19	8	0
39	„ Cashmir Sing, „ uncle ("phoopa"), ...	19	8	0
40	Goshaon, ...	8	0	0
41	Jatow, Khwas (servant of the Rani), ...	4	32	0
42	Dhori (head miner), ...	1	32	0
43	Bhutungroo (writer at the Mine), ...	0	36	0
44	Brahmins at Drang, ...	0	23	0
45	To be sent to Mandi for the Rajah's use, ...	40	0	0
46	Peons at Drang, ...	4	14	0
47	Thana Rawalsir, ...	9	0	0
48	Thana Gopalpur, ...	8	28	0
49	„ Bul, ...	8	28	0
50	„ Jajot, ...	8	28	0
51	„ Seorai, ...	8	28	0
52	„ Huth, ...	8	28	0
53	Forts Madhopur, Berkot, and Gulari, ...	14	16	0
54	"Begaries" at Drang halting place, ...	2	16	0
55	Thulia Kaeath, of Village Sandrai, ...	19	8	0
56	Hirda Kazath Chowntra, ...	19	8	0
57	Peons belonging to the Settlement, ...	10	27	0
58	"Russoi" to be sent to Mandi, ...	61	8	0
	Total, ...	779	24	8

GOMA:
The 15th April, 1872.

WILLIAM LYON,
Inspector, Inland Customs.

(No. 38.)

From the Inspector, Inland Customs, Mandi, to Personal Assistant to Commissioner, Inland Customs, Agra.—Dated Goma, 21st May, 1872.

SIR,—I have the honour to state that I have to-day received your docket No. 396D, dated the 7th instant, forwarding copy of para. 6 of letter No. 148C., dated 7th idem, to the Secretary to Government of India, Department of Agriculture, Revenue, and Commerce, from Commissioner, Inland Customs, Agra.

Effect of new system of working the mines not known: but where less Mandi salt has been used other salts have taken its place.

As I have not had the opportunity of visiting any of the neighbouring Native States, I am unable to state from personal enquiries what effect the new system has had on the consumption of Mandi salt; still I can show that where less Mandi salt has been used during the past year, other salts have supplied its place.

Statistics of consumption in the Mandi State.

In the Mandi State itself only Mandi salt is used. The highest estimate ever made of the population of Mandi was 1,30,000 souls, and the sale of salt at the mines during the past year for consumption in Mandi was maunds 24,618. This account shows that the consumption per head of the population has been a little over 15 lbs. Although the Mandi salt contains 25 per cent. of earthy matter, still 15 lbs. shows that the consumption of salt is greater in Mandi than in almost any other part of India. The average consumption of the population of the Panjab, Oude, the North-West and Central Provinces for 1868-69 was 6·96 lbs. per head (*vide* para. 32 of the Report of the Administration of the Inland Customs Department for that year); 15 lbs. per head for Mandi shows, therefore, that the people do not in any way stint themselves in the use of salt. Although the price of the salt has been raised from 10 annas to 20 annas per maund, it is still very cheap, being about a farthing and a half per pound.

Sukait and Bilaspur States similar.

The States next in importance after Mandi, which use only Mandi salt, are Sukait and Bilaspur. These are very small States. Maunds 6,597-24 of salt were imported into Sukait, and maunds 7,527-16 into Bilaspur. These amounts show that the people of these States consume about as much salt as the Mandi people do, and that their complaint that the high prices affected consumption has no foundation in fact. I am unable to give the population of the above two States.

Complaints of other petty States shown to be unreasonable.

Beyond Sukait and Bilaspur are a number of petty States (not independent), and the people of these States were the loudest in their complaints about the high price of the Mandi salt. At Simla, which is about the most southern town in which Mandi salt is sold, the selling rate during the past year was 13 seers for the rupee, or a very small fraction over three farthings per pound. The people north of Simla and south of Sukait must have been able to buy their salt at from 18 to 14 seers for the rupee. I see from para. 89 of Mr. Hume's report for 1868-69 that only 1·725 per cent. of the whole population of India are fortunate enough to be able to buy their salt at prices ranging from $\frac{1}{2}d.$ to $\frac{3}{4}d.$ per pound. As the people are well-to-do and have money, they have really no just cause for complaint.

In two other States, viz.: Rampur Bishahur and Chamba, Thibet and Lahori salt shown to have displaced Mandi produced.

Two States have yet to be reported on—Rampur Bishahur and Chamba—and these are the States which have occasioned the great falling-off in sales. In Rampur Bishahur as in Kullu, Thibet and Mandi salts used both to find a sale, and as Thibet salt could be procured in exchange for grain, it found a ready sale when there was little or no demand for the Mandi salt. As soon as the price

of the Mandi salt was doubled, the sale of the Thibet salt increased; only maunds 2,223-8 were the total sales for Rampur Bishahur—a State that consumed at least maunds 30,000 of salt to judge from its size. The Chamba State being somewhat distant, Mandi salt was never so cheap there as in the States close to the mines, still a considerable amount was consumed, as it was very cheap compared to the Shahpur rock salt The effect of the enhanced price in Chamba has been that the Shahpur rock salt has completely ousted the Mandi salt; only maunds 371-8 of the latter were sold during the past year for use in that State. It is very probable that during 1871-72 the Chamba people have given less salt to their sheep than they were accustomed to give in former years; but upon this point I cannot speak with any certainty.

Irregularities in labour supply under former management noticed.

When I arrived at the mines in December, 1870, I found it was no unusual thing for both traders and head-load purchasers to be kept waiting six and seven days before they got their salt. Traders had to give the miners 2 lbs of tobacco before they could get their salt at the mine, and they had often to carry salt to Palumpur for the late Wazir Goshaon, for which service they never received payment. I determined to do away with all these customs, so that the people should have as little cause for complaint as possible.

Present arrangements and their result.

Head-load purchasers now are required to give one day's labour, and the following morning before 9 or 10 o'clock every man receives his salt. Traders get their salt the day they come, and they collect it near the weighing place, ready to be weighed on the following morning. The result of my arrangements has been that the price of the salt is almost as low as it was before my arrival, as the following account will show:—

Name of Tehsil.			1870-71. At per Rupee.			1871-72. At per Rupee.			Remarks.
			M.	S.	Ch.	M.	S.	Ch.	
Kulu,	Plach,	...	0	20	10	0	17	12	
	Kulu,	...	0	19	6	0	17	5	
	Simla,	...	0	16	0	0	13	0	

Tehsil accounts of sales, Kangra District, not reliable.

The accounts of the sales in the different Tehsils in the Kangra District, as given by the Tehsildars, are not reliable, but I may state that the average sales for the whole district for the past two years were during 1870-71 18 seers 13 chittacks for the rupee, and during 1871-72 17 seers 12 chittacks for the rupee.

Difficulty in getting information about Native States.

As I find it very difficult to get information about Native States, this report is necessarily meagre, and, to some extent, unsatisfactory. I find it difficult to write with any certainty of anything but what goes on at the mines, hence I am afraid my reports cannot have conveyed much information, nor have given satisfaction.

I have the honour to be,
SIR,
Your most obedient Servant,
W. LYON,
Inspector, Inland Customs.

Appendix B.

Mayo Salt Mines.

Extract from Annual Report for 1871-72, *submitted by* Dr. H. Warth, *Deputy Collector of Inland Customs.*

THE MINES.

44. General Remarks:—

Many improvements have been effected.

During the past year many improvements and changes have taken place in the Mayo Salt Mines. The two principal old mines, Sujiwal and Baggi, have been connected by a tunnel called the "Mont Cenis Tunnel," and may now be considered as one mine. The Makhad Mine has also been connected with Sujiwal, and Pharwalla will be united with the Baggi Mine in a very short time. The "Mont Cenis Drift" is not only useful as a connecting drift, obviating the necessity of travelling over a distance of at least three-quarters of a mile in passing from one mine to the other, but is invaluable for ventilation. The entire mine, especially that part which was formerly distinctively called "Baggi," is now supplied with a proper amount of fresh air, the want of which was so much felt before. The ventilation is further improved by a number of other drifts, which, while they serve as roads for the transport of salt, and as starting points for new workings, are also admirable ventilators of the different parts of the mine. The new drifts have laid bare extensive fields of excellent salt, so that we have already working space for many years to come.

Facilitating communication between the mines,

And improving the ventilation,

Besides enlarging the working space for the excavation of salt.

Statement showing the improvements effected and remaining to be effected.

The following statement gives the length of drifts finished in the official year 1871-72, and to be finished in the year 1872-73, excluding the Jogi Tila excavation :—

Names of Drifts.	1871-72.	1872-73
No. 1 "Mont Cenis Drift,"... ...	220 Feet. ...	Feet.
„ 4 Chirag Sujiwal, ...	70 „ ...	„
„ 5 Patan Baggi, ...	19 „ ...	„
„ 6 Kader Baggi, ...	52 „ ...	„
„ 7 Makhan Upper Baggi, ...	141 „	200 „
„ 8-9 Ali Khuda Bux, Sujiwal, ..	38 „	„ „
„ 11 Nawab Sujiwal, ...	235 „	50 „
„ 20 Mahomed Deen, Ditto, ...	100 „	250 „
Bolsters Drift Rehán, ...	40 „	40 „
No. 13 Rehan Baggi, ...	60 „	10 „
„ 19 Bahawala Upper Baggi, ...	65 „	150 „
„ 17 Mahomed Ditto, ...	64 „	50 „
Mahomed, through roof, ...	50 „	„ „
No. 16 Ala Dadat, 125 feet level, ...	100 „	100 „
„ 22 Pira from Makhad Mine, ...	76 „	150 „
„ 15 Makhan Nizam Deen, ...	134 „	„ „
„ 18 Imam Bux, Ditto, ...	40 „	80 „
„ 14 Hussu Bux Ditto, ...	23 „	... „
„ 23 Mahomed, through Marlseam, ...	12 „	... „
In old Dingwalla Mine, ...	30 „	... „
Two small drifts through Sujiwal Pillars, ...	20 „	... „
No. 12 Makhad Ventilation Shaft, ...	170 „	... „
No. New Drift Makhan Ditto, ...	... „	... „
Back Elongation of No. 25, ...	...	80 „

THE MAYO SALT MINES.

Feeders to the New Low Level Tunnel—

No. 29	Mahomed Bux from Eallus, ...	68	Feet.	140	Feet.
„ 24	Jawaya Baggi Mine, ...	97	„	...	...
„ 21	Lals Sujiwal Deep Workings, ...	87	„	80	„
No.	Moh Bux, Kabutar Tred, ...	60	„	.	...
„ 30	Ditto feeder from No. 11, ...	15	„	140	„
„ 25	Detta Mahomed Bux from Mont Cenis Nula,	132	„	...	„
„ 27	Makhan, from Thomson's, ...	100	„	50	„
„ 26½	Ditto ditto (small Feeder), ...	42	„	...	...
Low Level Tunnel or Main Drift, ...		258	„	1,930	...
New safe road in Baggi Mine, cut out of rock as drift and as gallery after the great fall in Baggi Mine, ...		316	„	...	„
	Total, ...	2,934	„	3,500	„

Drifts aggregating in length 2,934 feet have been completed, leaving 3,500 feet yet to be undertaken.

The total length of drifts finished last year is 2,934 feet, and in the current year 3,500 feet more remain to be worked, including the large main drift. The position and direction of all these drifts are, with few exceptions, the same as originally proposed. (See Report No. 57, dated 8th May, 1871, on the engineering works carried out at the Mayo Salt Mines in the year 1870-71.) In consequence of the increased danger in the mine after the great fall there mentioned, an additional safe road of exit was made, which consisted of a series of drifts and galleries—altogether 316 feet long, cut out of the rock-salt and salt marl in the Baggi Mine. Besides this, some new feeders were added, leading to the low level or main drift for accelerating the completion of the latter. The feeders, some of which were already proposed in the above-mentioned report, have a length of between 60 and 80 feet, and traverse with more or less gradient from different parts of the Sujiwal, Baggi, and Pharwalla mines, down to the low level tunnel. By these feeders, which are seven in number, the total length of the tunnel is divided into so many sections of from 200 to 300 feet in length, which sections can all be worked separately from both sides as soon as the feeders have reached the line of the low level tunnel. Consequently, the long tunnel, which if started only at one point would have required at least seven years to be finished, can be completed in just as many months from the time the feeders have reached the tunnel line. Towards the outside the feeders have been worked faster, and three out of four have already reached the low level tunnel, so that the outer part of the tunnel is now already worked from seven different points. The greatest distance left between two points is 300 feet, so that if one foot is finished per diem, the outer part of the tunnel will not fail to be finished in five months' time. As this outer part leads as far as the connecting drift, the tunnel is expected after this period to be ready for use for the carriage of salt either by a tramway wagon or by any other contrivance. The remaining part of the low level tunnel (more inside the mine) cannot be finished quite as soon, but it will, in the absence of serious accidents, certainly be finished within the current Budget year. On the 9th December, 1871, one end of the large chamber of the Baggi mine, which extended to the outside crust of the hill, suddenly collapsed, and the *débris* and earth of the hill-sides fell into the mine in enormous masses, filling the greater part of the great Baggi chamber, closing up most of the entrances to the Baggi mine, and forming a large crater on the surface of the hill. Only one entrance escaped being closed up, and had it not been for the "Mont Cenis" drift, no part of the Baggi mine could now be worked at all. Great trouble was also caused afterwards by the constant threatening of a further collapse in what are called Nizam Deen's Workings, in consequence of which the making of a new safe road was imperative. This was done by cutting a road

The subsidence of a portion of the roof of the mine in 1870-71 necessitated the construction of an additional safe road,

And several new feeders proposed last year were completed,

Additional working space being thereby afforded.

Owing to these feeders the long tunnel which might have taken seven years to finish will now soon be completed.

In December, 1871, a portion of the Baggi Mine fell in;

And but for the "Mont Cenis" drift, this accident would have for the time completely closed the mine. The consequences of another apprehended collapse were also averted by cutting a new road to the Nizam Deens' Workings.

through the rock in such a direction as to render the passage made perfectly safe in case the apprehended fall should occur.

Trial excavation for rock salt near Jogi-ka-Tila.

The trial excavation for rock-salt near Jogi-ka-Tila was commenced on the 19th June, 1871. Up to the end of the official year—that is, in 286 days—a horizontal tunnel was driven into the hill to a length of 315 feet. This tunnel was begun in gypsum, which is the acknowledged stratum overlying the salt all over the salt range. After having passed for about 50 feet through hard gypsum, *débris* of the overlying stone occurred continuously for a distance of 300 feet. Again *débris* of gypsum appeared, and at last again solid gypsum. The first gypsum on the outside of the hill had merely slipped down from above, and this accounts for *débris* of sand-stone showing beneath it. Since the solid gypsum depôt in the interior of the hill has been reached, it is time to discontinue the horizontal drift, and turn downwards through the strata of gypsum to reach salt if it is there. It happens thus that at the end of the year we find ourselves again in exactly the same stratum of rock in which we started. Notwithstanding this, we have come nearer to our object, in that we have approached the interior of the hill. The geological position is such that the salt ought to be present under the gypsum. If it is not, it is due to previous destruction of the rock-salt by water which found its way to the line of out-cropping along the original acclivity of the range. It is probable that the salt was never exposed, and consequently not destroyed at the place of excavation, because there is another small hill lying in front of the large ridge consisting of the more recent sand-stone strata (the so-called bastard limestone). In any case, however, there is more chance further inside of the hill, and it may very well be that the rock-salt will be found during the next official year. If this should be so, and it should be found more advantageous to make a new mine there, to supply salt for the Jhelam Railway Station, than to connect the Mayo Salt Mines with another point of the Lahor and Peshawar Railway, the latter would still have to be worked for several years before the new mine could yield such an outturn as would be required. In this way the improvements and extensions which have been commenced in the Mayo Salt Mines, and the trial excavations for rock-salt at Jogi-ka-Tila, are not counteracting measures.

States the progress made; describes the strata met with in driving the shaft;

and speculates on the success of the exploration.

Should it be determined to make a new mine at Jogi-ka-Tila,

the improvement and extensions in the Mayo Salt Mines will not thereby be affected.

Appendix C.

—o—

Assistant Commissioner's Report on the Administration of the Sambar Lake Division, for 1871-72.

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Average cost per tree moderate, ...	51	*ib.*
Efforts to introduce the Casuarina, ...	52	*ib.*
And plant bamboos, ...	53	*ib.*
STORAGE, ...	54	*ib.*
Concentration of stores effected	*ib.*	*ib.*
Quantity of salt stored from each source, ...	55	137
Comparison of storage between 1870-71 and 1871-72, ...	56	*ib.*
Cause of decrease during 1871-72, ...	57	*ib.*
Probable decrease of storage during present season, ...	58	138
Quality of salt, ...	59	*ib.*
LABOUR, ...	60	*ib.*
Supply influenced by harvest, ...	*ib.*	*ib.*
And during present season very insufficient, ...	61	*ib.*
Rates of daily earnings good, but work not attractive, ...	62	*ib.*
Benefits accruing to the labouring classes under our management, ...	63	*ib.*
Average daily earnings obtainable, ...	64	*ib.*
But higher procurable by hard work, ...	65	*ib.*
Earnings far above what is required for daily support, ...	66	139
The Railway works have not interfered with our labourers, ...	67	*ib.*
DELIVERIES, ...	68	*ib.*
BALANCE OF STOCK ON 31ST MARCH, 1872, ...	*ib.*	*ib.*
For Division, ...	*ib.*	*ib.*
For Sambar Sub-division, ...	*ib.*	*ib.*
For Nawa-Godha Sub-division, ...	*ib.*	*ib.*
Old and new salt, comprising balance in hand, ...	69	140
Balance of each season's stock, ...	70	*ib.*
Number of stores cleared, ...	71	*ib.*
Excesses and deficits, ...	72	*ib.*
Result of weighments of new stock in the Division, ...	73	*ib.*
Sambar Sub-division, ...	73	*ib.*
Result of weighments of stock to which 12½ per cent. was added, ...	74	*ib.*
Clearance of old and inferior salt, ...	75	141
DELIVERIES OF FREE SALT, ...	76	*ib.*
ACTUAL AND ANTICIPATED SALES AS PER BUDGET ESTIMATE, ...	77	*ib.*
Compared with the revised Estimate, ...	*ib.*	*ib.*
The sales all but correspond, ...	*ib.*	*ib.*
TRADE, ...	78	*ib.*
DEPRESSED CONDITION EXPLAINED IN INTRODUCTION, ...	*ib.*	*ib.*
Other causes which helped, ...	*ib.*	*ib.*
COURSE OF TRADE, ...	79	*ib.*
Quantity conveyed along each route, ...	*ib.*	*ib.*

	Para	Page.
Compared with the previous year for the Sambar Sub-division only, ...	80	142
Above information not absolutely reliable, ...	81	*ib.*
At Nawa-Godha, ...	82	*ib.*
Trade during first half of 1871-72 poor, ...	*ib.*	*ib.*
During second half of 1871-72 fair, ...	*ib.*	*ib.*
Increase trade towards Bhawani, ...	83	*ib.*
Causes, ...	*ib*	*ib.*
Falling-off of Banjarah trade at Nawa, ...	84	*ib.*
Detail of carriage employed along each route, ...	85	143
Traffic Guard system satisfactory, ...	86	144
Cases of levy of black-mail, ...	*ib.*	*ib.*
How redressed, ...	*ib.*	*ib.*
Some traders grudge the expense of traffic guards, but it would be highly unadvisable to dispense with them, ...	87	*ib.*
Number of despatches convoyed and unconvoyed, ...	88	*ib.*
Risk incurred with unconvoyed despatches, ...	89	*ib.*
General reduction in selling price of salt, ...	90	*ib.*
Endeavours to obtain information, which, if not quite reliable, is still interesting, ...	91	*ib.*
Comparison of selling prices in January, 1869, and January, 1872, ...	92	*ib.*
At Bhewani, ...	93	145
At Rewari, ...	94	*ib.*
Probable influence of Railway communication, ...	*ib.*	*ib.*
At Bhartpur, ...	95	*ib.*
Probable influence of Railway communication, ...	*ib.*	*ib.*
At Agra, ...	96	*ib.*
Reduction on rail-borne salt, ...	*ib.*	146
At Jhansi, ...	97	*ib.*
Probable price of rail-borne salt, ...	*ib.*	*ib.*
At Hoshangabad, ...	98	*ib.*
Rail-borne salt may displace Pachbadra, and occupy a place in this mart, ...	*ib.*	*ib.*
Present rates of the various salts, ...	*ib.*	*ib.*
And probable price of rail-borne Sambar, ...	*ib.*	*ib.*
The selection fee system	99	*ib.*
Works well, ...	*ib.*	*ib.*
And enables traders to purchase what they want, ...	100	147
Quality of salt how determined, ...	*ib.*	*ib.*
New salt always in demand, ...	101	*ib.*
Quantities of salt sold at different prices, ...	102	*ib.*
Reduction in selling price not so satisfactory as was anticipated, ...	103	*ib.*
And the average selling price should be maintained at ten annas, ...	104	*ib.*
Average selling price obtained in 1871-72, ...	105	*ib.*
Monthly average selling price obtained, ...	106	*ib.*
Loss to Government by reduction of price, ...	107	148
PENAL ACTION	108	*ib.*
Our laws continue to be well respected, ...	*ib.*	*ib.*
As there is little inducement to break them, ...	109	*ib.*
And the people who formerly took salt now purchase it, ...	110	*ib.*
Number of thefts reported, ...	111	*ib.*
Detail of cases.	*ib.*	*ib.*
Object desired in awarding light punishments, ...	112	149
ESTABLISHMENT, ...	113	*ib.*
Officers, ...	114	150
Men, ...	115	*ib.*
Maintenance of Discipline, ...	*ib.*	*ib.*
General good conduct, ...	116	*ib.*
Men employed in tending trees, ...	117	*ib.*
Percentage of castes employed, ...	118	*ib.*
Health of Force, ...	119	*ib.*
And troops stationed at Sambar, ...	120	151
Casualties, ...	121	*ib.*
Remarks on dismissals, ...	122	*ib.*
MISCELLANEOUS, ...	123	*ib.*
General satisfaction of Traders, ...	*ib.*	*ib.*
Introduction of new rules for expediting clearance of goods, ...	*ib.*	*ib.*
Friendly relations maintained with representatives of Native Governments, ...	124	*ib.*
The arrangement in the joint jurisdiction obstructive to our interests, ...	125	*ib.*
And likely to remain so until we acquire special power, ...	*ib.*	*ib.*
Friendly relations with the Native Gentlemen still cultivated, ...	126	152
Our presence beneficial to the general community, ...	127	*ib.*
Conclusion, ...	128	*ib.*
Thanks due to Political Officers, ...	*ib.*	*ib.*

Appendix C.

Sambar Lake.

Administration Report of the Sambar Lake Division, Inland Customs, for the official year 1871-72.

INTRODUCTION.

A SHORT description of our Sambar salt trade during the past year, and the causes which tended to depress and stimulate it, may be thus briefly described.

DESCRIPTION OF SALT TRADE. Depressed during first half of 1871-72.

2. The large exports of salt effected towards the close of the official year 1870-71 caused a considerable depression in our sales during the two chief months—April and May—of the first half of the past official year; but no comparison can be made with this and the corresponding period of 1870-71, as we assumed charge of the Nawa-Goodha Sub-division during the latter half of that official year. It may, however, here be noted that the decrease in sales in the Sambar Sub-division for this period, compared with the first half of 1870-71, amounted to 67,978 maunds.

Causes which led to this.

3. This depression in trade above referred to, combined with the fact that two-thirds of the first-half of the official year, *viz.*, June, July, August, and September, are essentially our non-trading season, resulted in our Divisional accounts showing the large debit balance of Rs. 2,14,909.

Price of salt reduced to stimulate trade.

4. In September it was thought advisable to reduce the selling price of salt from ten annas to eight annas per maund, as this might induce the Banjarah traders to deal at Sambar instead of going to the Pachbadra salt mart, and might also lead to the Panjab merchants dealing at Nawa-Goodha instead of Didwana.

But effect not apparent during this period.

As the order for the reduction of price was promulgated at the Lake on the 22nd September, its effect on the sales was hardly apparent during the first half of the year.

During third quarter.

5. During the third quarter of the year, the period in which the reduction in price of salt should have added considerable vigour to our salt trade, our expectations with regard to an influx of Banjarah traders were entirely frustrated by the impending famine in the Udaipur State. The Banjarahs, who otherwise would have sold their merchandise in the surrounding districts and taken salt from Sambar, exported large supplies of grain towards Udaipur, and as salt was being sold at Pachbadra for about six annas per maund, the cheaper rate induced the owners of about a lakh (1,00,000) of cattle to purchase at that mart.

The impending famine,

induced the Banjarahs to deal at Pachbadra.

Speculation kept trade fair,

but at a loss to Government.

6. Speculations on the part of local traders, who had stocks of salt in some of the chief marts, and who bought up our cheap salt, so as to obtain a higher average price on stocks, and on the part of other traders who had no stocks but purchased salt at the cheap rates to undersell the stock-holders in the market, tended greatly to keep up our sales; but although we sold more salt than was sold during the corresponding period in 1870-71 the realizations were less.

	Sales, Maunds.	*Realizations, Rs.*
3rd Quarter, 1870-71,	347,144	2,16,965·00
Ditto, 1871-72,	375,155	2,05,033·31
Ditto, 1871-72,	Increase, 28,011	Decrease, 11,931·69

Our position at close of first nine months.

7. At the close of our operations for the nine months, the debit balance amounted to Rs. 2,02,704. But although a reduction by Rs. 12,202 of the debit balance had been effected during the 3rd quarter—which was entirely due to the reduced and inferior stock of salt at Didwana, causing a considerable briskness of trade in the Nawa-Goodha Sub-division—the non-advent of the Banjarah traders to the Sambar Sub-division resulted in a decrease of sales, when compared with the third quarter of 1870-71, of 80,733 maunds. This, together with the decrease noted in paragraph 2, made the total decrease in the Sambar Sub-division during the nine months, as compared with the nine months of 1870-71, amount to 148,711 maunds.

During fourth quarter.

8. With a decrease in our sales equal to this, it was quite impossible that during the remaining portion of the year, the debit balance could be reduced by effecting sales in excess of the large sales made during the fourth quarter of 1870-71. I considered that if we could succeed in selling an equal quantity of salt, with an increase in the selling rate over that which had been obtained in the preceding quarter, it was the very utmost we could expect.

Efforts made to increase Revenue.

9. At this time I felt convinced that while the traders were gaining by speculating in cheap salt, no gain commensurate to the reduction in the selling price was accruing to Government.

Reasons assigned.

The following reasons induced me to raise the selection fees, so that an effort might be made to obtain an increase on the average selling price of our salt.

The Banjarah trade was not being induced by low prices.

Very few Banjarah traders, comparative to our expectation, had been induced by the decrease in price to deal at the Lake, and some of those who came preferred paying nine and ten annas per maund for the better qualities of salt when they could have obtained inferior qualities at seven and eight annas.

Cheap and bad salt was displacing higher-priced and good salt in the market.

The low-priced and inferior old salt received from the Native Governments was eagerly purchased by many Banjarahs, thus preventing a corresponding amount of our good and higher-priced salt from entering the market, and in some localities this inferior salt was said to be giving our general stock a bad name.

No sales could be effected at Pachbadra or Didwana.

No Banjarahs could deal at the Pachbadra mart, as the water and grass supply in that direction had at this time entirely failed, and the small and inferior stock of salt at Didwana* precluded that mart from offering much competition with our salt in the Panjab marts.

Result of efforts favourable,

10. While during the third quarter the average selling price realized was 8·07 annas per maund, the increased realizations from selection fees raised the average selling price during the fourth quarter to 9·49 annas per maund. Trade continued brisk, but, as the following comparison shows, although our sales were slightly in excess of those for the last quarter of 1870-71, our realizations were less :—

but still at a loss to Government.

		Sales, Maunds.		*Realizations, Rs.*
4th Quarter, 1870-71,		4,24,278		2,65,173·75
Ditto, 1871-72,		4,31,910		2,56,135·18
Ditto, 1871-72,	Increase,	7,632	Decrease,	9,038·57

* In Appendix A., I have furnished some information, obtained during a hurried visit, regarding the trade and manufacture of salt at Didwana.

THE SAMBAR LAKE, FOR 1871-72.

11. As the realizations in the last quarter were well in excess of the working charges and liabilities, the debit balance which existed at the end of the nine months was reduced by Rs. 61,422, and the year closed leaving a debit balance of Rs. 1,41,282.

The year closed with a debit balance.

12. The gross revenue realized in this division during the official year 1871-72 amounted to Rs. 6,59,135·32, the details* of which are as follows :—

FINANCIAL RESULTS. GROSS REALIZATIONS.

	Price of salt.	Selection Fees.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
Sambar Sub-division, ...	3,21,518·00	30,017·81	45·50	3,51,581·31
Nawa-Goodha ditto, ...	2,75,235·31	32,284·87	33·83	3,07,554·01
Total, ...	5,96,753·31	62,302·68	79·33	6,59,135·32

* Monthly detail of gross realizations in the Sambar Division for the year ending 31st March, 1872.

Month.	Sambar Sub-division.				Nawa-Goodha Sub-division.			
	Salt.		Miscellaneous.	Total.	*Salt.*		Miscellaneous.	Total.
	Price.	Selection Fees.			Price.	Selection Fees.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
April 1871,	44,991·25	...	3·88	44,995·13	35,618·75	...	...	35,618·75
May „	11,937·50	...	5·37	11,942·87	24,041·25	...	...	24,041·25
June „	2,535·63	...	·50	2,536·13	7,030·00	941·75	...	7,971·75
July „	2,428·13	92·87	...	2,521·00	4,638·13	743·37	...	5,381·50
August „	11,016·25	71·50	...	11,087·75	4,530·00	315·25	11·83	4,857·08
September „	29,349·75	...	9·13	29,358·88	17,606·13	...	3·00	17,609·13
October „	46,755·00	...	...	46,755·00	27,202·50	1,938·50	2·00	29,143·00
November „	21,248·00	1,712·50	6·87	22,967·37	29,338·00	4,393·81	3·50	33,735·31
December „	30,252·37	2,370·13	5·00	32,627·50	31,705·38	8,117·12	4·50	39,827·00
January 1872,	40,816·62	4,813·50	4·00	45,634·12	27,895·53	3,422·19	4·50	31,322·22
February „	37,096·50	7,656·19	8·00	44,760·69	32,270·46	4,944·50	2·50	37,217·46
March „	43,091·00	13,301·12	2·75	56,394·87	33,359·18	7,468·38	2·00	40,829·56
Total, ...	3,21,518·00	30,017·81	45·50	3,51,581·31	2,75,235·31	32,284·87	33·83	3,07,554·01
Grand Total, ...	...	...	...	...	...	...	...	6,59,135 32

ASSISTANT COMMISSIONER'S REPORT ON

CHARGES.

13. The total charges and liabilities* incurred amounted to Rs. 8,00,417·64. This expenditure was incurred under the following four heads:—

	Establishment.	Manufacture.	Contingencies.	Lease and Road dues.	Total.
Sambar Sub-Division, ...	40,034·90	17,709·96	1,766·11	4,00,000·00	4,59,510·97
Nawa-Goodha Sub-Division, ...	28,199·02	11,993·69	713·96	3,00,000·00	3,40,906·67
Total, ...	68,233·92	29,703·65	2,480·07	7,00,000·00	8,00,417·64

Analyzed.
SAVINGS EFFECTED.

14. With the exception of expenditure for lease and road dues, which remains constant, the sums expended under the other heads are considerably under the revised scale lately sanctioned by Government.

On Budget-estimate.

The sanctioned Budget-estimates for 1871-72 amounted to Rs. 1,56,161·00, but the revised scale of charges as submitted by me amounted to Rs. 1,34,941. This effected a reduction of Rs. 21,220. Our actual expenditure amounted to Rs. 1,00,417. It will thus be seen that a saving on the Budget-estimate of Rs. 55,744, or a saving on the revised scale of Rs. 34,524, has been effected.

* Monthly detail of charges in the Sambar Division for the year ending 31st March, 1872.

WORKING CHARGES.

Month.	Establishment.	Contingencies.	Manufacture charges.	Total.	Treaty Payments.	Grand Total.
SAMBAR SUB-DIVISION.						
April, 1871, ...	3,474·97	44·44	5,140·41	8,659·82		
May, „ ...	3,469·32	380·73	4,342·50	8,192 55		
June, „ ...	3,473·92	401·53	3,840·87	7,716·32		
July, „ ...	3,348·51	334·42	1,417·63	5,100·56		
August, „ ...	2,771·29	33·12	430·06	3,234·47		
September, „ ...	3,996·73	23·09	57·11	4,076·93		
October, „ ...	3,308·60	135·64	58·33	3,502·57		
November, „ ...	3,168·02	92·80	172·78	3,433·60		
December, „ ...	3,226·07	84·71	680·68	3,991·46		
January, 1872, ...	3,278·74	148·62	441·55	3,868·91		
February, „ ...	3,273·59	40·96	399·18	3,713·73		
March, „ ...	3,245·14	46·05	728·86	4,020·05		
Total, ...	40,034·90	1,766·11	17,709·96	59,510·97	4,00,000	4,59,510·97
NAWA-GOODHA SUB-DIVISION.						
April, 1871, ...	2,602·78	45·00	3,656·99	6,304·77		
May, „ ...	2,761·64	24·96	4,664·33	7,450·93		
June, „ ...	2,529·45	147·00	2,225·32	4,901·77		
July, „ ...	2,258·32	137·32	322·73	2,718·37		
August, „ ...	2,044·32	6·11	3·90	2,054·33		
September, „ ...	2,380·53	35·81	0·19	2,416·53		
October, „ ...	2,214·31	52·00	...	2,266·31		
November, „ ...	2,252·03	64·83	...	2,316·86		
December, „ ...	2,331·78	10·94	...	2,342·72		
January, 1872, ...	2,267·12	88·14	210·89	2,566·15		
February, „ ...	2,242·79	56 83	710·62	3,010·24		
March, „ ...	2,313·95	45·02	211·25	2,570·22		
Total, ...	28,199·02	713·96	12,006·22	40,919·20	3,00,000	3,40,919·20
Deduct cost of stock grass used in barracks, ...			12·53	12·53		12·53
			11,993·69	40,906·67		3,40,906·67
Grand Total, ...	68,233·92	2,480·07	29,703·65	1,00,417·64	7,00,000	8,00,417·64

HEADS OF CHARGES AND SAVINGS.

Establishment.

15. Under Establishment, when comparing the actuals with the revised scale, a saving of Rs. 10,707 has been effected. This is principally due to the Officers in this Division not being yet entitled to draw the maximum salaries which have been sanctioned, and partly to the work being done without the necessity of filling up all the minor appointments. The abolition of guard-posts which has been, and is now being effected, will enable a further reduction to be made in the guarding establishment. This will involve a slight increase to the temporary establishment during the working season, but the result will be a net gain to Government without any detriment to the general efficiency of the establishment.

Contingencies.

16. Under "Contingencies," the revised scale sanctioned the reduction of the Budget Estimate from Rs. 10,000 to Rs. 6,000, and from this latter sum a saving of Rs. 3,520 has been effected.

Manufacture.

17. Under Manufacture, the sum of Rs. 29,703·66 was expended on the construction of works in the Lake-bed and the extracting and storing of:—

	Maunds.
At Sambar, ...	735,785
At Nawa-Goodha, ...	531,965

Or 12,67,750 maunds of salt. Adding to this the half of the 25 per cent. excess, or maunds 158,468, which we take to ensure ourselves against loss by rain, &c., the actual storage amounts to maunds 1,426,218, or 52,391 tons of salt.

Detail of expenditure.

18. The expenditure * on manufacture was incurred as follows :—

	Preliminary.	Construction.	Miscellaneous.	Extraction.	Storage.	Material.	Total.
Sambar Sub-Division, ..	242·16	633·20	946·76	9,211·89	5,894·00	781·95	17,709·96
Nawa-Goodha Ditto, ...	16·00	342·14	12·45	6,439·76	4,851·28	332·06	11,993·69
	258·16	975·34	959·21	15,651·65	10,745·28	1,114·01	29,703·65

*Monthly detail of manufacture charges incurred in the Sambar Division for the year ending 31st March, 1872.

Month.	Preliminary.	Construction.	Miscellaneous.	Extraction.	Storage of salt.	Purchase of material.	Total.
SAMBAR SUB-DIVISION.							
April, 1871, ...	...	...	9·00	3,423·06	1,708·35	...	5,140·41
May, ,, ...	...	...	34·84	2,784·46	1,523·20	...	4,342·50
June, ,, ...	..	...	54·61	1,933·29	1,852·97	...	3,840·87
July, ,, ...	...	...	305·40	543·53	568·70	...	1,417·63
August, ,, ...	...	...	430·06	...	...	...	430·06
September, ,, ...	...	...	57·11	...	..	...	57·11
October, ,, ...	2·75	...	4·84	16·91	33·83	...	58·33
November, ,, ...	7·97	...	0·63	54·73	109·45	...	172·78
December, ,, ...	...	154·39	10·66	43·11	96·23	371·29	680·68
January, 1872, ...	...	134·08	6·36	...	...	301·11	441·55
February, ,, ...	223·44	101·72	11·76	15·99	...	46·27	399·18
March, ,, ...	8·00	243·01	21·49	391·81	1·27	63·28	728·86
Total, ...	242·16	633·20	946·76	9,211·89	5,894·00	781·95	17,709·96
NAWA-GOODHA SUB-DIVISION.							
April, 1871, ...	98·25	...	7·74	1,879·49	1,671·51	...	3,656·99
May, ,, ...	6·12	95·04	1·49	2,541·39	2,020·29	...	4,664·33
June, ,, ...	1·63	...	7·84	1,253·90	961·95	...	2,225·32
July, ,, ...	...	...	4·88	174 98	142·87	...	322·73
August, ,, ...	...	...	3·03	...	...	0·87	3·90
September, ,, ...	...	...	...	...	...	0·19	0·19
October, ,, ...	...	...	...	...	...	...	...
November, ,, ...	...	...	...	...	...	...	...
December, ,, ...	...	...	...	...	...	...	...
January, 1872, ...	...	...	...	...	...	210·89	210·89
February, ,, ...	500·00	124·66	...	...	...	85·96	710·62
March, ,, ...	...	122·44	...	...	54·66	34·15	211·25
Total, ...	606·00	342·14	24·98	5,849·76	4,851·28	332·06	12,006·22
	—590·00	...	—12·53	—590·00	...	...	—12·53
	16·00	...	12·45	6,439·76	...	...	11,993·69
Grand Total, ...	25·16	975·34	959·21	15,651·65	10,745·28	1,114·01	29,703·65

The charges incurred under these sub-heads will be fully discussed when dealing with manufacture.

Cost of manufacture per maund and per 100 maunds

19. Calculating the actual cost of manufacture on the results of the season's work, including expenditure on construction of Lake works, and the labour for collecting and storing 1,426,218 maunds of salt, the rates per maund and per 100 maunds are:—

	*Per Maund.**	*Per* 100 *Maunds.*
For the Division, ...	4·00 pies.	Rs. 2·08
Sambar Sub-Division,	4·11 ,,	,, 2·14
Nawa-Goodha ditto,...	3·84 ,,	,, 2·00

Cost, including manufacture and working charges.

20. If to the actual cost of manufacture we add the charges incurred on the establishment on manufacture, guarding, and general supervision, the rates are:—

	Per Maund.	*Per* 100 *Maunds.*
For the Division, ...	1·13 annas.	Rs. 7·04
Sambar Sub-Division,	1·15 ,,	,, 7·19
Nawa-Goodha ditto,	1·09 ,,	,, 6·81†

Actual cost to Government.

21. Inclusive of all working charges and the treaty payments to the Native Governments, the actual cost of the salt to the British Government, is, per maund—

For the Division,	...	8·98‡ annas, or per ton £ 1-10-6½
Sambar Sub-Divison,	...	8·88 ,,
Nawa-Goodha ditto,	...	9·11 ,,

PERCENTAGE OF CHARGES ON REALIZATIONS.

22. The percentage of charges on gross realizations for the year amounted to:—

For the Division	...	...	Rs. 121·43
Sambar Sub-Division,	...	...	,, 130·69
Nawa-Goodha ditto,	...	...	,, 110·84

Result of administration for 1871-72. Debit balance.

23. The result of the administration for the year under review shows a debit balance—

For Sambar Sub-Division,	...	Rs.	1,07,929·67
,, Nawa-Goodha ditto,	...	,,	33,352·67
For the Division, ...	...	Rs.	1,41,282·34

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* At the close of the working season, which includes parts of two official years, we had stored 15,96,098 maunds at a cost per maund of 4·45 pies, but if to this quantity the 12½ per cent. be added—*viz.*, 1,99,512 maunds,—we then have a total storage of 17,95,610 maunds at a cost per maund of 3·96 pies. The difference between the 3·96 pies rate and the 4 pies has been partly caused by the charges incurred during the present season on Lake works.

† Owing to the lower rates for labour at Nawa-Goodha, the actual cost of manufacture there must always be lower than at Sambar, but, apart altogether from the expenditure on manufacture, the increased charges for office, judicial, and medical establishments, and the higher rent for lease debited to the Sambar account, must, if the amounts stored be equal, make the Sambar rate higher than that for Nawa-Goodha.

The difference in expenditure which produces this result is shown by the following figures:—

	Establishment and Contingencies.	*Lease.*	*Total.*
Sambar, ...	... 41,801·01	4,00,000	4,41,801·01
Nawa-Goodha, ...	... 28,912·98	3,00,000	3,28,912·98
Excess Expenditure at Sambar per annum,			Rs. 1,12,888·03

‡ The cost per maund during the official year 1870-71 amounted to 9 91 annas.

24. As a set-off against this debit balance we may fairly take credit for the value of the difference in the stock balance of 1870-71 and the year under review. SET-OFF AGAINST DEBIT BALANCE.

This difference the following figures show:—

Balance of stock in favour of 1871-72.

	Sambar.	Nawa-Goodha.	Total.
Balance of Stock on 31st March, 1872, ...	11,12,464	10,45,261	21,57,725
Do. Do. 1871, ...	8,41,965	9,66,351	18,08,316
Difference in favour of 1871-72, ...	2,70,499	78,910	3,49,409

25. The actual cost of manufacture on this quantity has been, on an average, 2 annas per maund, while altogether it has cost Government 9 annas per maund. In all probability it will be sold at an average of 10 annas per maund, but if at any time we had occasion to dispose of the entire stock, not less than 8 annas per maund would be obtained for it. Value of stock.

Accepting this as the average value per maund, the balance of 3,49,409 maunds of stock is worth Rs. 1,74,704·5, and if from this the debit balance be deducted, there remains a profit as the result of our administration during the past year of Rs. 33,422·16. Leaves a profit in favour of Government.

26. Since we assumed charge of the Lake, the result of our administration, with regard to stocks received from the Native Governments, and the balance of stocks stored by the British Government, shows that we have a balance of 3,02,336 maunds, worth Rs. 1,51,168, in our favour:— Balance of stock with reference to sales effected from stocks received from Native Governments since our assumption of charge.

	Sambar.	Nawa-Goodha.	Total.
Balance of new stock, ...	9,67,432	3,58,275	13,25,707
Deduct sales effected from stock received from Native Governments, ...	7,40,274	2,83,097	10,23,371
	2,27,158	75,178	3,02,336

27. As an additional set-off against the debit balance, there remains the important fact that the desire of Government to supply its subjects with good and cheap salt has been accomplished. Not only has our Sambar salt been thrown into the markets at cheaper rates than heretofore, but nearly all the other salts within its area of consumption have been subjected to a reduction in price (*vide* paras. 92 to 98). ADDITIONAL SET-OFF AGAINST DEBIT BALANCE.

Sambar and other salts being sold cheaper than heretofore.

MANUFACTURE.
OPERATIONS DIVIDED OVER TWO PERIODS.

28. As the preparations for the manufacturing season commence towards the close of our official year, and the chief storage of salt is made in the next official year, the operations of each period require to be separately described.

FIRST PERIOD.
The close of 1870-71.
Season exceptionally good, owing to early formation of salt.

29. In my annual report for 1870-71, all the arrangements made for the collection of the salt crop now to be reported on were fully described. It may here be remarked that the commencement of the season was an exceptionally good one for the collection of salt; so early in the season as the 11th March, 1871, we commenced extraction from the enclosures opposite to the town of Sambar, while about this time large quantities of salt were obtained from the pans at Nawa-Goodha.

Out-turn obtained at close of season.

30. The following figures show the monthly results for the four months which closed the season's operations for the year 1871-72:—

Month.	Sambar, Storage 1871-72.	Nawa-Goodha Storage, 1871-72.	Total Storage, 1871-72.
	Mds.	Mds.	Mds.
April, ...	2,43,843	1,82,275	4,26,118
May, ...	1,94,760	2,21,480	4,16,240
June, ...	1,87,013	1,06,035	2,93,048
July, ...	58,964	16,345	75,309
	6,84,580	5,26,135	12,10,715

Total storage of season 1871-72.

31. If to this storage we add that obtained during that part of the manufacturing season belonging to 1870-71, *viz.*, 385,383 maunds, or 203,084 maunds for Sambar, and 182,299 maunds for Nawa-Goodha, we have a total storage for the Division of 1,596,098, or for Sambar of 887,664, and for Nawa-Goodha 708,434 maunds.

Storage obtained from each process with addition of 12½ per cent.

32. Adding 12½ per cent. to the storage effected, the subjoined statement shows the quantities of salt obtained by each process of manufacture during the season, together with the actual* cost per maund:—

Storage for Season ending 31st July, 1871, with addition of 12½ per cent.

	Sambar.		Nawa-Goodha.		Division.
	Quantity.	Rate.	Quantity.	Rate.	Quantity.
	Mds.	Pies.	Mds.	Pies.	Mds.
Lake	8,77,211	3·99	3,85,807	3·70	12,63,018
Kyaries (salt ands)... ...	36,126	4·26	3,97,304	3·51	4,33,430
Kyars	85,285	6·80	13,877	2·87	99,162
Total, ...	9,98,622	4·24	7,96,988	3·59	17,95,610

Average rate on total storage 3·96 pies per maund.

* In paras. 19, 20, and 21, I have shown the rates per maund on the storage effected during the official year 1871-72.

33. This high storage might have been increased if we had allowed salt of an inferior small quality to be extracted, but strenuous exertions were made to store only really good-sized crystals of salt, free from foreign impurities; and whenever the labourers disregarded our wishes, they either suffered by a total rejection of the quantities they had collected, or were paid for the same at reduced rates.

Storage of inferior salt avoided.

34. The supply of labour is the chief difficulty we have to contend with, and up to the setting-in of the rains on the 13th July, the attendance on our works was quite as satisfactory as the limited population of the surrounding villages would permit. The following statement shows the attendance of each kind of labour during the four working months:—

Labour supplied, satisfactory.

Statement showing the attendance of Labour.

Detail of labour employed.

	Sambar.			Nawa-Goodha.			Division.		
	Labourers.	Carts.	Bullocks.	Labourers.	Carts.	Bullocks.	Labourers.	Carts.	Bullocks.
April, 1871, ...	19,720	2,314	1,118	14,453	1,776	5,906	34,173	4,090	7,024
May, „ ...	18,305	2,077	1,467	16,898	2,168	7,341	35,203	4,245	8,808
June, „ ...	15,478	1,200	1,110	8,879	984	3,735	24,357	2,184	4,845
July, „ ...	8,257	181	445	1,280	56	527	9,537	237	972

35. In concluding this description of our manufacturing operations up to 13th July, I am glad to be able to place on record that our arrangements gave general satisfaction to the labouring classes. No objections were made to our system of estimating their day's collections by rod measurements; little or no dissatisfaction was manifested regarding our payments in Government copper pice; and these payments being made in the afternoon of each day, enabled the labourers to reach their homes by sunset. This they look upon as a great boon, as during the time of the Native Governments they were never paid till 10 and 11 o'clock at night.

General satisfaction of labouring classes.

36. The registered rain-fall during the year 1871-72 amounted to 18·00 inches. No comparison can be offered between this and the rain-fall for 1870-71, as the rain-gauge reached this about July of that year, but for the corresponding periods of each year, for which a registration was kept, the result was—

Second period. Registered rain-fall.

	1870-71.	1871-72.
From 18th July to 30th September, ...	10·20 inches	11·70 inches.

37. The register of the depth of the Lake-brine, which is recorded from a gauge fixed in the bed of the Lake opposite to the town, from August to December, (*in the latter month we commenced the works*), shows the following results:—

Depth of Lake.

August.		September.		October.		November.		December.	
Average. 2·38 feet.		Average. 1·63 feet.		Average. 1·30 feet.		Average. 0·66 feet.		Average. 0·49 feet.	
Greatest.	Least.	Greatest.	Least.	Greatest.	Least.	Greatest.	Least.	Greatest.	Least.
2·80	1·90	1·90	1·5	1·60	1·00	1·00	0·50	0·70	0·40

During 1870-71 the greatest depth recorded in August was 2·50 feet, while in October the least depth was 0·75 feet. This register is kept up daily from the end of the rains till salt forms within our works, but the readings are only reliable when there is little or no wind.

Monthly range of temperature in the shade.

38. The monthly average range of the temperature in the shade during the year was as follows:—

April.			May.			June.			July.			August.			September.		
Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.
98	73	85·5	98	81	89·5	92	83	87·5	90	80	85	88	75	81·5	91	74	82·5

October.			November.			December.			January.			February.			March.		
Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.
88	71	79·5	77	55	66	67	49	58	66	47	56·5	68	50	59	87	64	75·5

Specific gravity of Lake-brine till the formation of salt.

39. Towards the end of August the specific gravity of the Lake-brine was 1·022, or less than that of sea-water, *viz.*, 1·03. In November the specific gravity was 1·072, but a rain-fall of 0·70 inch reduced it to 1·062; at the end of December it was 1·08, but again a rain-fall of 0·65 inch in January reduced it to 1·077; in February it increased from 1·095 to 1·145. In the beginning of March the specific gravity was 1·16, but on the 16th of that month it reached to 1·20, and that being the specific gravity of a saturated solution of salt, the formation of minute crystals commenced.*

Operations retarded by rain-fall and temperature.

40. The greater rain-fall and the lower mean temperature of the atmosphere, by keeping the brine weak, retarded the commencement of the construction of our Lake works at Sambar till the 15th December, while in the previous year these had been commenced on the 29th October, and this same cause prevented the formation of salt in our pans at Nawa-Goodha till the 29th March, while extraction had been commenced on the 14th February, 1871.

Construction of low retaining walls,

41. Owing to the abolition of some stores at Sambar, less retaining wall of grass and stakes was required, and by having it made somewhat narrower a saving in labour was obtained.

Compared with 1870-71

The following figures show a comparison of the lengths and average cost per 100 yards for each season:—

	Cost per 100 yards.
1871-72.—Walls, with grass and stakes, 9,124 yards, ...	Rs. 9·89
Mud wall, 11,190 yards, ...	„ 2·11
1870-71.—Walls, with grass and stakes, 13,504 yards, ...	„ 9·97
Mud wall, 6,097 yards, ...	„ 2·32

* In Appendix B. will be found the results of the Chemical Analysis of Lake-brine, salt, &c. made by Dr. H. Warth in the beginning of 1870. Great pains were bestowed in the analysis of each substance examined, and the information contained in this paper adds very greatly to the information regarding manufacture which I have given in my previous reports, more especially that for 1870-71.

On the construction of this work a total saving, compared with the expenditure of 1870-71, of Rs. 348·67 was effected. Saving effected

42. The cost of this year's work, and the expenditure of grass and stakes, was as follows:— Detail of Expenditure.

Extent of low retaining wall, 20,314 yards.

	9,124 yards of grass and wood.	11,190 yards of mud-walling.
Labour, ...	Rs. 377·46	Rs. 236·015
Grass, ...	1,32,765 bundles, valued @ 437·48	
Stakes, ...	31,799, valued @ 87·34	
Total, ...	902·28	Rs. 236·015
Average per 100 yards,	9·89	Rs. 2·11

43. During the annual rains the dam or retaining wall which cuts off the supply of brine for Nawa was completely washed away, and this season it was determined not to make it so strong. This dam was made perfectly efficient at a reduced cost, compared to the former year, of Rs. 243·58. Construction of Dam. Cost.

The total length of this dam was 3,878 yards, and its cost of construction was as follows:—

	Cost per 100 yards.
Wall, with grass and stakes, 2,775 yards, ...	Rs. 17·13
Mud-wall, 1,103 yards, ...	„ 0·97

The saving in labour on mud-work was considerable, as in 1870-71 the stronger portion cost Rs. 25·018 per 100 yards, while the weaker cost Rs. 1·57 per 100 yards. Saving effected.

44. As the adoption of low mud-walls, or *sanchas*, at Nawa proved a great success last season, an effort will again be made to extend this system at Nawa-Goodha. The quality of the salt obtained in this way was very superior. Mud enclosures.

45. No experimental salt pans were attempted by us this year, as the contractors supplied salt at a cheaper rate than we could make it. The number of salt pans made during each official year was as follows:— Construction of salt pans.

	Sambar.	Nawa-Goodha.	Total.
1871-72, ...	50	304	354
1870-71, ...	43	451	494

46. During a severe monsoon storm one of the *kyars*, or high-walled enclosures, was destroyed, while the other, with a great deal of expense, was kept in repair. As this system of manufacture is very expensive, should a storm destroy the existing enclosure, I consider that it would be inadvisable to spend much money in repairing it. High-walled enclosures.

47. Our arrangements for a supply of wood for the Lake works have progressed very favourably, and I anticipate that in about four years time we may be able to obtain a fair supply of small-sized stakes fit for the construction of the retaining walls. Arrangements for future supply of wood.

Number of trees and average cost of each,

48. Altogether there are 7,532 healthy Farash (*Tamarix Orientalis*) plants, each plant having two or three distinct stems, which may be expected to form separate trees.

The following statement shows the number of trees in each Sub-division, the expenditure incurred on them up to date, and the cost per tree:—

	Number of trees.	Total expenditure up to 31st March, 1872.	Average cost per tree.
		Rs.	As.
Sambar, ...	4,750	619·40	2·08
Nawa-Goodha,...	2,782	473·66	2·72
Total, ...	7,536	1,093·06	2·32

Difficulties met with.

49. In some highly saline portions of the Lake-edge set apart for the cultivation of these trees, much difficulty was encountered by the cuttings not germinating freely, and sometimes from ten to fifteen cuttings would dry up, for one which would germinate.

Proposed increase to Plantation.

50 During the coming rains an effort will be made to increase the number of young trees to about ten thousand.

Average cost per tree, moderate.

51. Considering the labour which has been bestowed on the large number of cuttings which proved failures, and on tending a number of old Farash trees which had all but dried up, the actual cost per tree, for twenty-six months, on those we take credit for, is very moderate. This has been accomplished by making our peons, whenever it is practicable, attend to the watering of the trees.

Efforts to introduce the Casuarina.

52. Repeated efforts have been made to introduce the Casuarina tree, and seeds were obtained from Saharunpore, Agra, Calcutta, and Madras, but although the seeds in some instances germinated freely, the seedlings invariably died off when about one inch high.

And plant bamboos.

53. An attempt will be made during the coming rains to plant bamboos on the higher portions of the Lake-edge. Young bamboos, cut into lengths of three feet, would do admirably for holding the grass against the sides of the less exposed portion of the low retaining walls, while the stakes from the trees could be used for the deeper and more exposed portions of our works.

STORAGE.

Concentration of stores effected.

54. During the past year the posts at which salt was stored in Sambar have been reduced from 18 to 13, while at Nawa-Goodha a reduction from 14 to 11 has been effected. An effort is now being made by the sale of the old stock of salt at cheap rates to effect a further reduction of two stores at Sambar and four at Nawa-Goodha.

This concentration of our salt stores will cause a considerable saving in the permanent guarding establishment.

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55. The following figures show the quantities of salt stored from each source, with an addition of 12½ per cent. added for loss, during the official year 1871-72 :—

Quantity of salt stored from each source.

Storage during the Official year 1871-72, *with* 12½ *per cent.*

	Sambar.	Nawa-Goodha.	Division.
	Maunds.	Maunds.	Maunds.
Lake, ...	7,62,805	3,85,807	11,48,612
Kyaries, ...	20,782	2,05,875	2,26,657
Kyars, ...	44,171	6,778	50,949
Total, ...	8,27,758	5,98,460	14,26,218
Equal to tons, ...	...	...	52,391

56. The following comparison shows the results obtained* at the close of 1870-71 and 1871-72 :—

Comparison of storage between 1870-71 and and 1871-72.

OFFICIAL YEAR 1870-71.

	February. *Maunds extracted.*	*March.* *Maunds extracted.*	*Total* *Maunds extracted.*
Sambar, ...	16,029	1,48,215	1,64,244
Nawa-Goodha,	24,350	1,60,545	1,84,895
Total, ...	40,379	3,08,760	3,49,139

OFFICIAL YEAR 1871-72.

	February. *Maunds extracted.*	*March.* *Maunds extracted.*	*Total.* *Maunds extracted.*
Sambar, ...	1,696	30,341	32,037
Nawa-Goodha,	...	5,830	5,830
Total, ...	1,696	36,171	37,867
Excess extraction in favour of 1870-71,			3,11,272

57. Had the condition of the Lake been as favourable during the present, as it was during the preceding season, the storage of the year might have been considerably augmented.

Cause of decrease during 1871-72.

* For the purpose of future comparison, I append the following statement :—

Statement showing actual extraction effected during each month since the commencement of our operations at the Sambar Lake.

	Sambar.			*Nawa-Goodha.*	
	1869-70.	1870-71.	1871-72.	1870-71.	1871-72.
April, ...	...	95,710	2,97,931	...	1,86,120
May, ...	...	2,31,494	2,11,254	...	2,16,890
June, ...	...	2,03,409	1,26,090	...	1,04,680
July, ...	...	1,95,403	49,305	...	16,345
August, ...	...	...	...	...	...
September, ...	...	432	...	...	...
October, ...	...	12,088	2,708	...	...
November, ...	...	15,535	8,759	...	...
December, ...	...	7,701	7,702	...	...
January, ...	...	3,304	...	...	...
February, ...	3,621	16,029	1,696	24,350	...
March, ...	27,019	1,48,215	30,340	1,60,545	5,830
Total, ...	30,640	9,29,320	7,35,785	1,84,895	5,29,865

Probable decrease of storage during present season.

58. It is anticipated that the present season's collection will be from four to six lakhs of maunds below that of the previous season, but this will altogether depend on the amount of labour we can command, and on the annual rains holding off till about the end of July.

Quality of salt.

59. The quality of the present season's crop promises well, and should no unseasonable weather intervene up to the end of July, our collection, so far as quality is concerned, will be all that could be desired.

LABOUR.

Supply influenced by harvest,

60. Our supply of labour at the beginning of the season for salt collection mainly depends on the condition of the crops. When these require irrigation, and when they are ready for cutting, the attendance on our work suffers.

and during present season very insufficient.

61. During the present season, just at the time when our salt was ready for extraction, labour was required to collect the harvest, and this cause made our average daily attendance during March amount to only 134 labourers. During March, 1870-71, the average daily attendance was 400, while in 1869-70 it was 143.

Rates of daily earnings good, but work not attractive.

62. Although our rates are highly remunerative, the nature of the work to be performed is the reverse of attractive, and now, as formerly, the labourers require to be roused up in the early morning by the peons of the Native Governments, so that the day's work may be over by about 10 A. M.

Benefits accruing to the labouring classes under our management.

63. With very few exceptions the general run of our labourers are hard and cheerful workers. They are now freed from many of the hardships to which, under the Native Governments, they were formerly subjected.

They have now their day's work, under our improved system of estimation, more justly estimated ; they are better paid for the work they perform, and as the payments are generally made in the presence of the officers on manufacture, no opportunity is given to our subordinates to deprive the labourers of any portion of their earnings. And, as I have before mentioned, last but not least, is a boon which they prize very highly, *viz.*, that of being able to return to their homes by dusk.

Average daily earnings obtainable,

64. In the subjoined statement is shown the daily average earnings obtainable by each kind of labour:—

Men	from	... ...	3 annas to 4 annas.
Women,	ditto,	... ...	1½ do. to 2½ do.
Children,	ditto, (about 10 years of age,)		¾ do. to 1½ do.
Bullocks	ditto,	... ...	6 do. to 8 do.
Carts (two-bullocks),		...	12 do. to Re. 1

but higher procurable by hard work.

65. But sums far in excess of these can be obtained by able-bodied men who are willing to work. On a recent inspection of payments I noticed the large sums which some men were receiving, and they most unwillingly admitted that they were earning from twelve annas to one rupee per day. Yet these were the men who cried loudest for the rates to be increased.

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66. From these rates it will be seen that earnings can be obtained in excess of what is actually required for daily support. At present the selling rate of barley is 24 seers to the rupee; if, therefore, a child earns an anna, he can obtain 1½ seers barley—a supply equal to more than he can consume in two days.

Earnings far above what is required for daily support.

67. As yet no railway works have been commenced in this neighbourhood, and during a late visit to Jaipur, I explained to the Railway Contractor that it would be somewhat difficult for him to obtain labour, considering the high earnings obtainable at Lake work.

The Railway works have not interfered with our labourers.

68. The subjoined statements exhibit the balance of stock received from the Native Governments, and the balance of new stock on hand on 31st March, 1871, together with the storage and deliveries effected up to 31st March, 1872:—

DELIVERIES.

BALANCE OF STOCK ON 31st MARCH, 1872.

STOCK ACCOUNT.

Sambar Division.

For Division.

	Storage with 12½ per cent.	Excess on Stores cleared.	Total.	Sales.	Deficits.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Balance, 31st March, 1871, ...	...	...	1,808,316	...	...	...
1st April, 1871, to 31st March, 1872, ...	1,426,218	88,840	1,515,058	1,130,148	35,501	1,165,649
Balance on 31st March, 1872, ...	...	...	...	Old, 832,018 New, 1,325,707		2,157,725
Grand Total, ...	...	...	3,323,374	Grand Total,		3,323,374

Sambar Sub-division.

For Sambar Sub-division.

	Storage with 12½ per cent.	Excess on Stores cleared.	Total.	Sales.	Deficits.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Balance, 31st March, 1871, ...	...	...	841,965½	...	...	...
1st April, 1871, to 31st March 1872, ...	8,27,758	56,676	884,434	611,197	2,738½	613,935½
Balance on 31st March, 1872, ...	...	...	...	Old, 1,45,032 New, 9,67,432		1,112,464
Grand Total, ...	...	...	1,726,399½	Grand Total,		1,726,399½

Nawa-Goodha Sub-division.

For Nawa-Goodha Sub-division.

	Storage with 12½ per cent.	Excess on Stores cleared.	Total.	Sales.	Deficits.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Balance, 31st March, 1871, ...	...	...	966,351	...	...	...
1st April, 1871, to 31st March, 1872, ...	598,460	32,164	630,624	518,951	32,763	551,714
Balance on 31st March, 1872, ...	...	...	...	Old 6,86,986 New, 3,58,275		1,045,261
Grand Total, ...	...	...	1,596,975	Grand Total, ...		1,596,975

Old and new salt, comprising balance in hand.

69. The balance of stock in hand is composed of the following quantities of old and new salt:—

	Maunds.	*Maunds.*
Sambar Sub-Division, balance of old Stock, ...	145,032	
Ditto ditto ditto, new ditto, ...	967,432	
		11,12,464
Nawa-Goodha, ditto ditto, old ditto, ...	686,986	
Ditto ditto ditto, new ditto, ...	358,275	
		10,45,261
Total stock in hand on 31st March, 1872, ...		21,57,725

Balance of each season's stock.

70. The balance of each season's stock on 31st March, 1872, was as follows:—

Stock received from Native Governments.	1st season, 1870.	2nd season, 1871.	3rd season, 1872.	Total.
Mds.	Mds.	Mds.	Mds.	Mds.
		Sambar Sub-Division.		
1,45,032	3,65,887	5,77,736	23,809	11,12,464
		Nawa Godha Sub-Division.		
6,86,986	...	3,51,717	6,558	10,45,261
8,32,018	3,65,887	9,29,453	30,367	21,57,725

Number of stores cleared.

71. The number of store heaps which have been cleared during the year amount to 6 of old and 26 of the new stock.

Excesses and deficits.

72. The result of weighments on the estimated stores for each Sub-division was as follows:—

Sub-division.	Number of heaps cleared.	Estimated Quantity.	Actual Outturn.	Excess.	Deficit.	Net Excess.	Net Deficit.
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Sambar old, ...	1	84,600	82,275	...	2,325	...	2,325
Ditto new, ...	12	376,538	411,432	35,308	414	34,894	...
Nawa-Goodha old, ...	5	60,900	45,888	1,601	16,613	...	15,012
Ditto new, ...	14	351,996	357,839	21,993	16,150	5,843	...
Total, ...	32	874,034	897,434	58,902	35,502	40,737	17,337

Result of weighments of new stock in the Division.

73. Dealing only with the new stock cleared in the Division, the net excess of the actual weighments on the estimations amounts to 5·59 per cent. In Sambar it amounts to 9·26, while at Nawa-Goodha it is 1·66 per cent.

Sambar Sub-Division.

Of the stock at Sambar made in 1869-70, two heaps were cleared, amounting to 44,666 maunds, and these yielded on weighment the large excess of 26·24 per cent. The cause of this high percentage is due to our having added no portion of the 25 per cent. allowance to stock.

Result of weighments of stock to which 12½ per cent. was added.

74. But if we deal with the stock made in the Division in 1870-71, to which an addition of 12½ per cent. was added, we find that at Sambar 10 heaps, estimated at maunds 335,836, were cleared, yielding a percentage of 5·99 in excess; while at Nawa-Goodha 14 heaps, estimated at 351,996 maunds, were cleared, which gave a deficit of 2·29 per cent.

THE SAMBAR LAKE FOR 1871-72.

75. The reduction in price of salt enabled us to dispose of a large quantity of the old stock, which we could never have got rid of at 10 annas per maund. In some cases small stores and remnants of stores were sold at prices varying from six to eight annas, and this enabled us to clear the stores and abolish the posts.

Clearance of old and inferior salt.

76. During the year, 1,166 maunds of free salt were, according to Treaty, delivered to the Jaipur Darbar.

DELIVERIES OF FREE SALT.

77. The extent to which our actual deliveries differed from the Budget Estimate for 1871-72 was as follows:—

ACTUAL AND ANTICIPATED SALES AS PER BUDGET ESTIMATE COMPARED

	Estimated Sales for 1871-72.	Actual Sales.
SAMBAR.	Maunds.	Maunds.
Sales to traders, ...	653,000 at Rs. 0 10 0	6,10,031
„ Jaipur Government, ...	172,000 at „ 0 9 0	*Nil.*
NAWA-GOODHA.		
Sales to traders, ...	600,000	518,951
Total, ...	1,425,000	1,128,982

In the revised Budget Estimates, submitted on the 10th February, 1871, the probable sales were reduced :—

With the revised Estimate.

	Maunds.	Rs. a. p.
SAMBAR.		
Sales to traders, ...	... 600,000	@ 0 10 0
„ to Jaipur Government,	... 172,000	@ 0 9 0
NAWA-GOODHA.		
Sales to traders, ...	... 520,000	
Total,	... 1,292,000	

If the quantity which, according to treaty, we expected to dispose of to the Jaipur Darbar at 9 annas per maund be deducted from the revised Estimate, it leaves 1,120,000 maunds to be sold to the general traders, and our actual sales all but correspond with this quantity.

The sales all but correspond.

TRADE.

78. In the introduction to this Report, I have dealt fully with the depressed condition of the trade, and have endeavoured, to the best of my ability, to explain the causes which produced the falling-off in our sales at the Lake; but apart from these local causes, the increasing tendency of the cheaper-made and rail-carried Panjab and Eastern salts to drive the Sambar salt from some portions of its former area of consumption may be adduced.

DEPRESSED CONDITION EXPLAINED IN INTRODUCTION.

Other causes which helped.

79. The trade of this Division is carried along six routes to the principal marts where it is in demand.

COURSE OF TRADE.

These marts, together with the quantity taken in each direction, and the percentage of that on our total sales, will be found in the subjoined statement :—

Quantity conveyed along each route.

	Sambar, Quantity.	Percentage.	Nawa-Goodha, Quantity.	Percentage.	Division.
	Mds.		Mds.		Mds.
Jhansi, Sagar, Kerowli, &c., ...	243,262	39·80	20,440	7·28	263,702
Bhurtpur, Agra, &c., ...	177,974	29·06	17,342		195,316
Tonk, Boondi, &c., ...	115,734	19·	71,621	13·81	187,355
Ulwur, Ferozepur, &c., ...	63,664	10·41	...	...	63,664
Rewari, Dehli, &c., ...	7,924	1·30	69,946	13·48	77,870
Bhewani, ...	...	...	327,544	63·11	327,544
Local consumption, ...	2,639	0·43	12,058	2·32	14,697
Total, ...	611,197	...	518,951	...	1,130,148

ASSISTANT COMMISSIONER'S REPORT ON

Compared with the previous year for the Sambar Sub-division only.

80. For the Sambar Sub-division the following statement shows a comparison of the quantities taken in each direction for two official years:—

	Quantity, 1871-72.	Quantity, 1870-71.
	Maunds.	Maunds.
Jhansi, Sagar, Kerowli, ...	243,262	318,523
Bhartpur, Agra, ...	176,808	280,278
Tonk, Boondi, &c., ...	115,734	150,512
Ulwur, Ferozepur, ...	63,664	30,027
Rewari, Dehli, ...	7,924	27,899
Free salt, ...	1,166	7,000
Sold for local consumption, ...	2,639	517
Total, ...	611,197	814,756

Above information not absolutely reliable.

81. The above and preceding statements show the marts towards which the traders intend conveying the salt when they leave Sambar, but information of higher prices being obtainable at other marts often induce them to alter their course. In the Nawa-Godha Sub-division no comparison in this way can be shown, as we have returns for eighteen months only.

AT NAWA-GOODHA
Trade during first half of 1871-72, poor;

82. During the first half of 1870-71, prior to assuming charge, large sales of cheap salt were effected by the Jodhpur Government, regarding the extent of which no reliable information can be obtained, and these kept down our Divisional sales during the second half of that year. But comparing the sales of the second half, *viz.*, 201,043 maunds, of 1870-71 with the sales of the second half of 1871-72, *viz.*, 366,433, there is an excess in favour of 1871-72 of 165,390 maunds.

During second half, of 1871-72, fair.

INCREASED TRADE TOWARDS BHEWANI.

83. The sales from Nawa towards Bhewani have been very good, no less than two-thirds of the total trade having been taken in that direction.

Causes.

Two reasons are given for this briskness of trade: first, the small stock of salt at Didwana and its inferior quality; and, second, it is reported by the traders that our Sambar salt, taken *viâ* Bhewani, is finding its way by rail down country to Allahabad, Cawnpore, Lucknow, &c.

FALLING-OFF OF BANJARAH TRADE AT NAWA.

84. The Banjarah trade towards Tonk, &c., which was formerly so extensive at Nawa, has not, and is not likely to revive. The reason for this is obvious, as the Banjarahs, by dealing at Sambar avoid the payment of the two annas tax in the Kishengarh State, and save themselves about three marches.

THE SAMBAR LAKE FOR 1871-72.

DETAIL OF CARRIAGE EMPLOYED ALONG EACH ROUTE.

85. The number of each kind of carriage employed along the six trade-routes was as follows :—

Sub-Division.		Ulwur.	Tonk.	Agra.	Dholpur.	Jhansie.	Rewari.	Bhewani.	Total,
Sambar,	Bullocks.	19,351	33,815	33,668	42	74,538	388	...	162,002
	Camels.	2,672	330	12,060	33	834	24	...	15,953
	Asses.	18	31	1,103	...	...	94	...	1,246
	Carts.	3,054	325	221	2	22	24	...	3,648
Nawa-Goodha,	Bullocks.	...	24,372	87	...	6,389	15,535	1,235	47,618
	Camels.	...	25	2,887	...	141	217	57,382	60,652
	Asses.	...	...	61	...	...	407	...	468
	Carts.	...	...	2	...	...	217	263	482
Total,		25,095	59,198	50,089	77	81,924	16,906	58,880	292,169

TRAFFIC GUARD SYSTEM SATISFACTORY.

86. The traffic guard system continues to work very satisfactorily, and only four cases of extortion have been reported during the past year.

Cases of levy of blackmail.

How redressed.

Of these, two occurred with despatches leaving Sambar, and two with despatches leaving Nawa-Goodha. In one of the Sambar cases the money was refunded, but the other was dismissed by the Jaipur Darbar for want of proof. On the Darbar investigating the cases from Nawa, it transpired that a charge had been levied on the goods for guarding them at night in some village *en route*.

Some traders grudge the expense of traffic guards,

but it would be highly unadvisable to dispense with them.

87. A few traders think that, considering the slight interference they have experienced, the expense of traffic guards might be saved to them, and a protective passport given instead. I do not, however, concur with them in this view, as it might lead to stolen salt being passed as salt purchased from Government; and, again, endless misrepresentations by traders would be made against village authorities, without any evidence such as is now rendered by traffic guards being obtainable.

Number of despatches convoyed and unconvoyed.

88. The subjoined statement shows the number of despatches which left the Division and the traffic guards employed:—

	Number of Sale Warrants issued.	Despatches convoyed.	Despatches unconvoyed.	Number of Traffic Guards employed.
Sambar, ...	1,801	870	238	177
Nawa-Godha, ...	2,195	1,146	1,049	82
Total, ...	3,996	2,016	1,287	259

Risk incurred with unconvoyed despatches.

89. It will be seen from the above statement that nearly one-third of the despatches left unconvoyed, but this was done entirely at the traders' risk. All the traders are duly warned that should any extortion be practiced on unconvoyed despatches they are not to expect any assistance whatever from me in recovering any sums which, *en-route*, they may be compelled to pay as road dues.

GENERAL REDUCTION IN SELLING PRICE OF SALT.

90. Generally, the abolition of road dues and other taxes throughout the Jaipur State has caused a reduction in the selling price of Sambar salt in the various marts; but it is difficult to ascertain, with any degree of absolute certainty, what this amounts to.

Endeavours to obtain information,

91. Endeavours were made to ascertain as nearly as possible the average selling rate per maund of Sambar salt, compared with other salts at the chief marts, before and after we assumed charge of the Lake.

For the purpose of comparison, I confined my inquiries to the month of January, as that is the middle of our trading season.

which, if not quite reliable, is still interesting.

Although I do not consider that the information received is quite reliable, still, from the data obtained, it is interesting to find that generally a reduction in the selling price in Sambar, as well as a corresponding reduction in some of the other salts, has resulted from our working the Lake.

Comparison of selling prices in January, 1869, and January, 1872

92. Had all the information wished for been obtained, a form might have been submitted showing the prices at each mart for

January of each year from 1869 to 1872; but as this cannot be done, I will confine myself to a comparison between the selling prices during January, 1869 (thirteen months before we assumed charge of the Lake), and January, 1872.

93. Beginning at the Bhewani mart, where only Sambar and Didwana salt is sold, a considerable reduction is apparent:— At Bhewani.

	Sambar. *Rate per maund.*	Didwana. *Rate per maund.*
	Rs. a. p.	Rs. a. p.
January, 1869, ...	... 1 11 9	1 6 0
„ 1872, ...	... 1 4 3	1 2 3
Decrease per maund,	.... 0 7 6	0 3 9

94. At the Rewari mart no decrease in price is shown to have occurred on the Salamba salt, but the others are all reduced:— At Rewari.

	Sambar. *Rate per maund.*	Didwana. *Rate per maund.*	Sultanpur. *Rate per maund.*
	Rs. a. p.	Rs. a. p.	Rs. a. p.
January, 1869, ...	1 13 5	1 8 0	0 8 0
„ 1872, ...	1 4 10	1 5 2	0 7 9
Decrease per maund, ...	0 8 7	0 2 10	0 0 3

When the railway towards Dehli is opened, in all probability the Bhewani mart will be abandoned, and Rewari will become the chief mart for our salt. The reduced rate of carriage by rail, *viz.*, about 4 annas per maund, will enable Sambar salt to be sold, exclusive of profit, at something under Re. 1-0 per maund; and at this price the Didwana salt will not be able to enter into competition with us. Probable influence of Railway communication.

95. At the Bhartpur mart the salt locally made is said to have increased in price, but the Sambar salt has been subjected to a reduction nearly similar to what has occurred at Bhewani:— At Bhartpur.

	Sambar. *Rate per maund.*
	Rs. a. p.
January, 1869, ...	2 5 8
„ 1872, ...	1 14 0
Decrease per maund, ...	0 7 8

The price for January, 1872, *viz.*, Re. 1-14-0 per maund, is higher than need be shown, as allowance is made for the salt being of the best quality. If the salt were purchased at 10 annas per maund, the actual cost to the trader would be:—

	Rs. a. p.
Cost of salt per maund, ...	0 10 0
Carriage, &c., ...	0 12 0
Petty charges, weighments, &c., ...	0 2 0
Bhartpur tax, ...	0 2 0
	1 10 0

The opening of the Railway towards Agra will effect a reduction of eight annas per maund on the selling price of Sambar in Bhartpur; but if the Bhurtpore tax of two annas per maund is not levied on our salt going direct to Agra, the importance of this mart will diminish, and our salt will be stored in Agra. Probable influence of Railway communication.

96. During 1870-71 the average selling price of salt in Agra was Rs. 4-14-0, but as higher-priced salts are in demand in the Agra mart, and our system of selection fees enabled such to be taken to Agra, the rate per maund last year was about Rs. 5-5-0. At Agra.

Reduction on rail-borne salt.

When rail-borne salt can be taken to Agra, a reduction of about Re. 1 per maund will be effected, and the cost will then be :—

	Rs.	a.	p.
Cost of best Sambar per maund, ...	0	13	0
Duty, ...	3	0	0
Carriage, 190 miles, at $\frac{1}{3}$ pie per maund per mile,	0	5	3
Profit to trader, ...	0	2	0
Total, ...	4	4	3

At Jhansi.

97. At the Jhansi mart Sambar is the only salt sold, and the reduction in price between the two periods of comparison is very marked above, as well as below, our Customs Line :—

	Sambar. *Without duty, rate per maund.* Rs. a. p.	Sambar. *Duty paid, rate per maund.* Rs. a. p.
January, 1869, ...	3 11 6	6 13 5
„ 1872, ...	2 3 0	5 15 5
Decrease per maund, ...	1 8 6	0 14 0

The reasons which I would offer to account for this decrease are, the non-levy of road dues in the Jaipur State, the reduction of salt from 10 annas to 8 annas per maund, and the avoidance by the Banjarahs of some of the Native States in which heavy road dues are charged.

Probable price of rail-borne salt.

When salt can be sent by Rail from Sambar, the Banjarah trade towards this mart will cease, and the price per maund of our salt in Jhansi, exclusive of profit and minor charges, will be about Rs. 4-14-6 per maund :—

	Rs.	a.	p.
Cost of salt per maund,...	0	10	0
Carriage by Rail to Paphund, 290 miles, ...	0	8	0
Ditto by cart or bullock to Jhansi, 100 miles, ...	0	12	6
Government duty, ...	3	0	0
Total, ...	4	14	6

At Hoshangabad.

98. Towards Hoshangabad very little Sambar salt has been taken for the past two years; but when it can be sent by Rail in that direction, I have no doubt but that it will drive the Pachbadra salt out of that market,* and be able to enter into fair competition with Baragara and Kokan salts.

Rail-borne salt may displace Pachbadra, and occupy a place in this mart.

Present rates of the various salts,

In January, 1869, Pachbadra salt sold in Hoshangabad for Rs. 10 per maund, but in January, 1872, its price was reduced to Rs. 6-4-0, while Baragara was selling at Rs. 5-12-0, Kokan at Rs. 5, and Sambar at Rs. 8-8-0 per maund. When the Sambar Railway is opened, our salt may be taken to this mart at a considerably reduced rate :—

and probable price of rail-borne Sambar.

	Rs.	a.	p.
Cost of salt per maund, ...	0	10	0
Carriage by rail, 829 miles, ...	1	7	0
Duty, ...	3	0	0
Total, ...	5	1	0

THE SELECTION FEE SYSTEM.
Works well,

99. During the latter part of the year, the system of charging selection fees has worked well, and the following statement shows where the high and low-priced salts are in demand.

When our salt was sold at the uniform rate of 10 annas per maund, one heap had to be cleared before another was opened,

* And in all probability will reduce the sale of the Pachbadra salt in the Bhopal and Indore marts.

and, meanwhile, constant complaints were made by the traders that the salt exposed for sale would not be purchased in the marts they supplied.

And enables traders to purchase what they want.

100. The system now in vogue enables a trader to purchase exactly what he considers will please the eye of the consumer, and in this respect it is interesting to note that the purchasers pay for appearance. So far as chemical purity is concerned, the quality of the different priced salts is identical, but the average size of the crystals, and the particular shade of white or blue which they may possess, determine the market value.

Quality of salt how determined.

New salt always in demand.

101. Again, new salt is always greatly in demand, simply for its pretty appearance, and 13 or 14 annas are willingly given for such salt, when salt equally good for all culinary purposes could be purchased at 10 annas per maund.

Quantities of salt sold at different prices.

102. The subjoined table shows, approximately, the quantities of salt at the different prices which were taken along each route from the Division:—

Rate.	Bhewani.	Kerowli.	Agra.	Tonk.	Rewari.	Ulwur.	Local.	Total.
Annas.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
6	...	1,209	341	1,131	...	...	330	3,011
6¼	...	48	128	...	746	...	350	1,272
7	...	8,107	1,544	15,330	2,930	1,203	2,967	32,081
8	42,476	1,13,151	58,886	72,745	34,222	28,992	7,397	3,57,869
9	33,676	50,328	9,489	40,416	13,798	4,690	605	1,53,002
10	1,71,189	90,151	81,916	57,704	19,162	25,134	2,801	4,48,057
11	22,406	708	16,782	24	4,380	3,056	150	47,506
12	57,797	...	17,853	...	1,065	589	97	77,401
13	...	...	1,175	...	...	...	...	1,175
14	...	...	5,746	5	1,567	...	...	7,318
15	...	...	290	...	...	...	...	290
Free, ...	...	...	1,166	...	...	...	...	1,166
Total, ...	3,27,544	2,63,702	1,95,316	1,87,355	77,870	63,664	14,697	11,30,148

Reduction in selling price not so satisfactory as was anticipated;

103. Had the reduction in the selling price of salt induced an increase of trade, our aim would have been accomplished, but this, I consider, it signally failed to do, as the Banjarah traders, whom we wished to secure, were led by unforeseen causes to deal at another mart.

and the average selling price should be maintained at ten annas.

104. At para. 21, I have shown that the actual cost of the salt to Government during the year under report was 8·98 annas, or say, 9 annas per maund, and that ought to be our lowest selling price; while every effort should be made, by charging selection fees on the better qualities of the salt, to keep the average selling price at 10 annas, or above that if possible.

Average selling price obtained in 1871-72.

105. The average rate per maund obtained on the total sales of the Division was 9·33 annas; at Sambar it was 9·22 annas, and at Nawa-Goodha 9·48 annas. The higher rate at Nawa is due to a large quantity of very superior salt having been sold at 12 annas per maund.

Monthly average selling price obtained.

106. As the monthly average selling rates in each Sub-division varied considerably, they are shown, for future comparison, up

to the 23rd September, when the uniform rate was 10 annas per maund.

	Sambar.		Nawa-Goodha.	
	Maunds.	Rate per Maund, annas.	Maunds.	Rate per Maund, annas.
September, 1871, ...	52,745	8·90	31,145	8·04
October, ...	93,510	8·00	54,405	8·55
November, ...	42,496	8·65	58,676	9·19
December, ...	62,547	8·34	63,521	10·03
January, 1872, ...	81,704	8·93	56,702	8·83
February, ...	74,193	9·65	65,661	9·08
March, ...	86,182	10·69	67,468	9·68

Loss to Government by reduction of price.

107. One result of the experiment of the reduction of the price of salt is, that while our sales have not increased, we have suffered a loss on the quantity sold, as the following figures will show:—

	Rs.
Value of 1,128,982 maunds at 10 annas, ...	7,05,613·75
Ditto, ditto at 8 annas, ...	5,96,753·31
Loss in price, ...	1,08,860·44
Gain in selection fees, ...	62,302·69
Actual loss, ...	46,557·75

Penal Action.
Our laws continue to be well respected:

108. Throughout the year our salt laws have been well respected, and only two cases were tried by me in the Sambar Lake Court.

here being little inducement to break them;

109. The price of salt is so very cheap here, *viz.*, three pies per seer, that there is little or no temptation to steal it in small quantities, except by the most indigent; while its theft in large quantities, so common under the Native Governments, has been completely suppressed by the better supervision since our assumption of charge.

and the people who formerly took salt now purchase it.

110. The supplies of salt possessed by the surrounding villagers have gradually been used up; and to meet the local consumption, 14,697 maunds have been sold.

All this supply must formerly have been obtained free, as, prior to our working, Sambar salt could nowhere be purchased in the bazars.

Number of thefts reported.

111. Of the three cases of salt thefts reported, two occurred at Sambar, and one at Nawa-Goodha. The following table shows the details connected with these cases:—

Detail of cases.

Division.	Beat or Sub-division.	No. of cases.	Quantity of Salt.	Details connected with Seizure and Committal of Smugglers.						Total of fines levied by the Court.	Number of persons who paid fines.	Remarks.
				No. who escaped.	Number of persons seized.	Released by Department.	Committed to Court.	Released by Court.	Punished by Court.			
			M. s. c.									
Sambar Sub-Division.	Assapura, ...	1	0 3 4	...	1	...	1	...	*1	...	...	* Imprisoned with hard labour for 10 days.
	Manufacture,	1	0 2 10	...	1	...	1	...	†1	...	...	†Do. for 7 days.
Nawa-Goodha.	Nawa, ...	3	2 16 0	...	3	3	...	...	...	...	...	
	Total, ...	5	2 21 14	...	5	3	2	...	2	...	...	

THE SAMBAR LAKE FOR 1871-72.

Object desired in awarding light punishments.

112. With regard to the cases tried by me in my judicial capacity, light punishments were awarded so that the people of the neighbourhood might distinctly understand that no case of salt theft, however slight, would pass unpunished, if detected, provided the culprits knew they were breaking our laws.

But with regard to the case at Nawa released by the Department, the three men did not know our laws, and were found to have taken a supply of inferior salt from the Lake to their village, as they had been in the habit of doing in former years.

ESTABLISHMENT.

113. The subjoined table shows the total strength of establishment sanctioned in the Division, and the portion entertained on 31st March, 1872:—

SANCTIONED AND ENTERTAINED ON 31ST MARCH, 1872.

1871-72.

	Supervision.			Line Establishment.										Manufacture.						Customs' Office.									Judicial Office.			Medical Establishment.		Orderlies.		Menial Establishment.		
	Assistant Commissioner.	Patrols.	Assistant Patrols.	Sub-Assistant Patrols.	Mohurrirs.	Jemadars.	Peons.	Weighmen.	Kotegushts.	Jemadars.	Peons.	Pukalmen.	Sub-Assistant Patrols.	Stock writers.	Jemadars.	Duffadars.	Guards.	Malees.	Head Clerks.	Accountant.	Record-Keeper.	Copyists.	Peshkar.	Mohurrirs.	Treasurers.	Tester.	Duftree.	Sheristadar.	Mohurrirs.	Constables.	Native Doctor.	Dresser.	Jemadars.	Peons.	Bhistee.	Sweeper.	Lascar.
SAMBAR.																																						
Sanctioned, ...	1	1	2	2	4	2	40	6	2	10	58	...	2	4	6	6	24	10	1	1	1	2	...	2	1	1	1	1	2	4	1	1	1	8	1	1	1
Entertained, ...	1	1	2	2	4	2	39	6	2	9	58	...	2	2	6	4	22	8	1	1	1	2	...	1	1	1	1	1	...	4	1	1	1	8	1	1	1
Vacant, ...	...	...	...	...	...	...	1	...	...	1	...	...	...	2	...	2	2	2	...	...	...	...	...	1	...	...	...	...	2	...	...	...	...	...	...	...	...
NAWA-GOODHA.																																						
Sanctioned, ...	...	1	2	2	4	2	40	6	2	10	56	3	3	4	2	2	18	10	1	...	...	1	1	...	1	...	...	...	...	...	...	...	1	6	...	...	...
Entertained, ...	...	1	3*	2	4	2	36	3	2	10	55	3	2	1	2	2	18	8	1	...	...	1	1	...	1	...	...	...	...	...	...	...	1	6	...	...	...
Vacant, ...	...	...	...	...	...	...	4	3	...	...	1	...	1	3	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL, ...																																						
Sanctioned, ...	1	2	4	4	8	4	80	12	4	20	114	3	5	8	8	8	42	20	2	1	1	3	1	2	2	1	1	1	2	4	1	1	2	14	1	1	1
Entertained, ...	1	2	5*	4	8	4	75	9	4	19	113	3	4	3	8	6	40	16	2	1	1	3	1	1	2	1	1	1	...	4	1	1	2	14	1	1	1
Vacant, ...	...	...	...	...	...	...	5	3	...	1	1	...	1	5	...	2	2	4	...	...	...	...	...	1	...	...	...	...	2	...	...	...	...	...	...	...	...

*One supernumerary.

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OFFICERS.

114. The officers in this Division whose names, in my opinion, merit commendation for the manner they have worked are, Messrs. C. P. Ashton, Patrol; O. H. Brookes, Assistant Patrol, who was promoted and transferred at the close of last season's manufacture; J. M. Mitchell, L. T. Barrow, T. T. Robyns, W. S. Braybrooke, and A. W. Emmett, Assistant Patrols.

MEN.

Maintenance of discipline.

115. As the most of the men employed by us were the former *employés* of the Native Governments, and are residents of the surrounding villages, a good deal of difficulty has been experienced in endeavouring to prevent their constant visits to their homes, and fines and dismissals for this offence have at last resulted in a better state of discipline. During the former management it was no uncommon thing for a guard-post at which salt was stored to be left totally unprotected, while the men who were paid to guard it went off to cultivate their fields.

General good conduct.

116. Generally, the men composing our establishment have worked very satisfactorily, and this result has been maintained by our good and regularly-paid salaries.

Men employed in tending trees.

117. Excepting during the season when salt forms in the Lake, the guarding establishment have very easy work, and their employment on tending the young trees near each guard-post saves us from employing a large staff of gardeners.

Percentage of castes employed.

118. The numbers of the different castes employed, and the percentage of Mahomedans and Hindus on the total strength of the Division, are given in the subjoined table:—

Rank of Employés.	Total number of executives sanctioned.	Total number of executives employed on 31st March, 1872.	Number of Mahomedans.	Number of Hindus.	Number of Brahmins.	Number of Rajputs.	Number of Kaiths.	Number of other Hindu Castes.	Number of residents in districts bordering on, or part of the Division.	Number of residents of distant parts.	Number of former *employés* entertained.
Sub-Assistant Patrols, ...	9	8	4	4	...	...	3	1	1	7	1
Kotegushts, ...	4	4	2	2	...	1	...	1	...	4	...
Jemadars, ...	32	31	17	14	5	2	1	6	11	20	9
Duffadars, ...	8	6	4	2	...	1	...	1	6	...	2
Weighmen, ...	12	9	4	5	...	...	...	5	9	...	7
Mohurrirs, ...	16	11	6	5	1	...	3	5	5	6	...
Peons, ...	246	236	131	105	17	50	5	33	205	31	122
Jemadars, Asst. Commr. and Patrol's Orderlies,	2	2	2	...	...	...	...	...	...	2	...
Peons, ... Asst. Commr. and Patrol's Orderlies,	14	14	8	6	2	1	...	3	9	5	2
Total, ...	343	321	178	143	25	55	12	51	246	75	143
Percentage on force employed, ...	...	...	55·45	44·55	7·78	17·13	3·74	15·90	76·64	23·36	44·55

HEALTH OF FORCE:

119. From the returns of the Native Medical Officer at Sambar, I find that the cases treated in the year under review amounted to 277 against 370 during ten months of 1870-71, while the deaths were eight, during 1870-71; against two, during 1871-72.

The greatest sickness prevailed during September in both years, and the number of men under treatment during that month amounted to 41 in 1871, while in 1870 no less than 90 patients (or nearly half of the establishment, *viz.*, 198, at Sambar) were laid up with the prevailing low type of fever.

120. The health of the Cavalry and Infantry has been on the whole fair, when compared with what they suffered during March and April of 1870. The general *physique* of the Cavalry is much above that of the Infantry, and amongst the latter, cases of pneumonia are not unfrequent.

And troops stationed at Sambar.

121. The following statement shows the casualties amongst the subordinate establishment during the official year 1871-72 :—

CASUALTIES.

	No. of each Grade and Rank.									Total Subordinate Establishment.	Percentage of total of each kind of casualty on total Establishment.
	Sub-Assistant Patrols.	Kotegushts.	Jemadars.	Duffadars.	Weighmen.	Mohurrirs.	*Assistant Commissioner and Patrol's orderlies.* Jemadars.	*Assistant Commissioner and Patrol's orderlies.* Peons.	Peons.		
Total sanctioned, ...	9	4	32	8	12	16	2	14	246	343	...
Total *employes*, ...	8	4	31	6	9	11	2	14	236	321	...
During the year, died, ...	...	...	...	...	...	...	...	...	5	5	1·56
Do. dismissed, ...	2	...	...	...	1	5	...	...	8	16	4·98
Do. deserted, ...	...	...	...	...	...	...	...	1	...	1	0·31
Do. resigned, ...	...	...	...	...	...	1	...	1	10	12	3·74
Total casualties, ...	2	...	...	...	1	6	...	2	23	34	10·59
Percentage of casualties, ...	25·00	...	...	...	11·11	54·54	...	14·28	9·70	10·59	...

122. The only subject in the above statement requiring special notice is the large number of dismissals amongst the mohurrirs, three of whom were dismissed for crass carelessness in the attendance to the weighments and clearance of despatches.

Remarks on dismissals.

MISCELLANEOUS.

123. The traders continue to be well pleased with our arrangements for the speedy clearance of their goods. During the past year several important rules were brought into operation for the better carrying out of this object, such as fixing a currency for sale warrants, and the levy of slight fines in cases where the traders were to blame for delay in preparing their goods for weighment, or in clearing them when weighed. It is satisfactory to place on record that since our assumption of the Lake no disagreement with a trader has occurred.

GENERAL SATISFACTION OF TRADERS.
Introduction of new rules for expediting clearance of goods.

124. Friendly terms have been maintained with the officials of the Jaipur and Jodhpur Governments, and, thanks to the Political Agent, Jodhpur, very good men now hold the posts of Hakim at Sambar and Nawa.

FRIENDLY RELATIONS MAINTAINED WITH REPRESENTATIVES OF NATIVE GOVERNMENTS.

125. The peculiar arrangement of two Hakims having equal power throughout the joint jurisdiction at Sambar, tends much to deprive us during our salt-collecting season of the willing co-operation with regard to the supply of labour which one man could give. At present when I solicit assistance, before it can be given the two officials have to meet in Darbar, and very often what one proposes the other opposes, simply because in his opinion a ready acquiescence might possibly slightly lower the dignity of the Government he represents.

The arrangement in the joint jurisdiction obstructive to our interests,

In this manner our efforts to obtain labour are frustrated, and will remain so, until we are in possession of power to collect labour independent of the joint officials.

and likely to remain so until we acquire special power.

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FRIENDLY RELATIONS WITH THE NATIVE GENTLEMEN STILL CULTIVATED.

126. With the chief Thakurs of the neighbourhood, friendship is still being cultivated, and friendly visits and letters exchanged.

Thakur Kesri Sing, of Kuchawan, was good enough to send labourers to the Nawa works on my asking his assistance.

OUR PRESENCE BENEFICIAL TO THE GENERAL COMMUNITY.

127. The people of the surrounding neighbourhood continue to look on our presence as a blessing, and no doubt the fact of our being here saves the towns-people and villagers from much of the petty oppression on the part of the Native officials which prevailed during the former *régime*.

CONCLUSION.
Thanks due to Political officers.

128. In conclusion, I would beg to offer my thanks to the Political Agents of Jaipur and Jodhpur for the assistance they have given me.

To Captain Bradford we are much indebted for the assistance he so willingly rendered in obtaining, through the Darbar, the large supply of labour which tended to make the salt collection of last season a success.

I have the honour to be,
SIR,
Your most obedient Servant,
R. M. ADAM,
Asstt. Commr., Inland Customs.

APPENDIX A.

Note on my visit to the Didwana Salt Works in December, 1871.

PURPOSE OF NOTE.

ON the 18th of December, 1871, I paid a hurried visit to the Didwana salt source, to make inquiries regarding the influence which its salt might have on our Nawa-Goodha sales. As the information I obtained may be of some future use when dealing with the Rajputana salt question, I beg to place the same on official record. Two subjects require to be dealt with, *viz.*, trade and manufacture.

TRADE.
Balance of stock.

First, with regard to trade:—At the time of my visit I personally inspected the existing stock of salt, and found that it did not exceed half a lakh of maunds.

Its quality.

Generally speaking, the stock at Didwana was superior to much of the stock we received from the joint Governments at Sambar and the Jodhpur Government at Nawa-Goodha; but it was very inferior, when compared to the salt which has been extracted under our supervision, both as regards size and quality.

Price.

The Native officials assured me that 8 annas per maund was the only price charged, even although the quality was above or below the average. They complained that the sales effected for some months previous had not exceeded a quarter of a lakh of maunds; and this dulness they attributed to a report that large stocks existed unsold in the Bhewani markets. This might doubtless be one reason, but I believe the chief cause of the non-exportation of Didwana salt was due to our salt selling at a nearly equal price in Bhewani. Two causes led to this result: first the non-levy of road dues on Sambar salt *en route* through the Jaipur State; and, second, that although Bhewani is nearer to Didwana by twenty miles than Nawa is, the rate of carriage per maund from Nawa was 8 annas, while from Didwana it was 12 annas per maund, this higher rate being entirely due to the difficulties experienced by the

Dulness of trade.

Causes assigned by Darbar officials,

and by Assistant Commissioner of Customs.

owners of carriage, chiefly camels, in obtaining fodder,* and the greater annoyance they suffer *en route* with regard to minor road dues.

The actual cost of each kind of salt in the Bhewani mart was at that time as follows — Cost of salt in the Bhewan market.

		Sambar *from Nawa.*				Didwana.			
		Rs.	a.	p.		Rs.	a.	p.	
Cost of salt per maund,	...	0	10	0		0	8	0	
Ditto carriage,	...	0	8	0		0	12	0	
Road dues,	...	0	2	0		0	2	0	
		1	4	0		1	6	0	
Loss,	...	0	2	0	Gain	0	1	9	
	...	1	6	0		1	4	3	

These figures show that so far as charges are concerned, Sambar salt reaches Bhewani at a cheaper rate than Didwana; but the traders assured me that a loss of about two annas per maund was incurred on Sambar salt by dryage, calculated on cost and carriage, while the excess of 7 seers 8 chittacks per maund which they obtained by the Didwana weighments reduced the actual cost per maund by 1 anna 9 pie. Very slightly in favour of the Didwana salt.

At para. 94 of my report I have shown that with Railway communication open from Sambar to Dehli, in all probability Rewari will take the place of the Bhewani mart, and the reduced rate of carriage will enable Sambar salt to be sold so cheap that the Didwana salt will not be able to enter into competition with it. Probable effect of Railway communication from Sambar to Dehli.

MANUFACTURE.

With regard to the manufacturing operations, I may premise my remarks with a brief description of the Lake. It has an oval form, the major axis lies nearly due east and west, and it is about three miles in length, and three-quarters of a mile in breadth. Description of Lake.

The Lake is divided into three parts by two dams built right across at about three-quarters of a mile from either end. Retention of drainage water by dams.

The object of these dams or retaining walls is to prevent all the drainage water of the surrounding country from reaching the centre of the Lake, as this water, by percolation, would keep the brine in the wells weak, and thereby retard manufacture.

It is worthy of notice that the water thus cut off from the main portion of the Lake is potable. This tends somewhat to discredit one of the theories for the formation of our Rajputana salt sources, *viz.*, that the salt is washed out of the surrounding rocks during the rainy season. All the wells on the south side of the Lake contain sweet water, while those on the north contain bitter water. Drainage water, potable.

After excessive rains the depth of the main portion of the Lake is sometimes three feet, but in most years it is about 2 feet or less. This water soon disappears, partly by evaporation, but mostly by percolation, and at the time of my visit the Lake-bed was quite dry. Depth of Lake.

In the centre portion of the Lake-bed there are three groups of salt pans, and these pans, from the repeated rejection of impure salt and mud, are all on low mounds above the water-level, while the wells which supply the brine are on the Lake-bed level. Description of works.

* Very little grass is found about this part of the country, and this prevents Banjarah traders from dealing at Didwana. The camels live on the green shoots of the Phog (*Calligonum Poligonoides*), and the Kharsan (*Crotolaria burhia*), and also on the leaves of the Khegera or Jand (*Acacia lencophlaea.*)

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Where situated.

The two sets of works on the northern side of the Lake are of small extent, and yield an inferior quality of salt, while the works on the south-western corner are very extensive, and yield by far the larger portion of salt.

Wells.
How constructed.

The wells from which the brine supply is obtained are circular in shape, about six feet in diameter, and twelve feet deep. To prevent the sides from falling in, strong stakes are driven firmly into the mud, and lighter stakes are interlaced with them.

Occurrence of layers of limestone.

When excavating those wells numerous layers of a limestone-like substance, varying in thickness from a quarter to half an inch and about four inches apart, are met with, about eleven feet from the surface ; these are said to exist much farther down, and between these layers of stone lies the brine. When the brine has been cleared from a well, should more at the time be required, a long heavy iron-shod beam is thrust through the layers of limestone, and through the holes thus made, brine flows quickly. During the time of my visit the wells contained about eight feet of weak brine, but during the hot weather they contain from two to three feet only.

One well supplies from two to ten salt pans, according to the size of the pans.

Some of the pans are very small, but the largest I measured was 50 yards by 50 yards, or equal to 2,500 square yards.

Number of wells and pans.

There were about 45 wells, and about 200 pans. The brine is raised into the pans by means of the *chânch*, or weighted pole and bucket.

Season of work.

About December or January the wells and pans are all cleared out, and the first crops of salt are obtained about the end of January or in February. In the hot weather a crop is generally obtained in about twenty days.

Extent of manufacture.

One of the Native officials informed me that during the last 12 years the largest crop he had seen made was 14 lakhs maunds, the smallest $2\frac{1}{2}$ lakhs, while the average was about 5 lakhs of maunds.

During the season of 1871 about $2\frac{3}{4}$ lakhs of maunds were made.

Quality of salt.

The quality of the salt is fairly good, but the crystals are small, and are generally covered with a thin white coating of the carbonate and sulphate of soda.

Cause of impurity.

This is chiefly due to the salt pans never being covered by the Lake water, as is the case with the salt pans at the Sambar Lake. All the foreign salts which crystalize apart from the alimentary salt are in part redissolved by each fresh charge of weak brine; and as the foreign salts are more soluble than the common salt, when the crystals of the latter have formed, the crystallization of the former commences.

Cost of manufacture.

The manufacturing operations are conducted partly by contractors and partly by the Jodhpur Government. The contractors receive Rs. 5 per hundred maunds for the work they perform, but the Darbar supplies labour in various ways on the works, the value of which is estimated at Rs. 7 per 100 maunds.

This makes a total cost of Rs. 12 per 100 maunds, or about 2 annas per maund.

CONCLUSION.

What the actual cost of the salt per maund is to the Darbar, inclusive of supervision, it is impossible to say. I did my utmost in endeavouring to unravel the very complicated information with which the Didwana officials were pleased to furnish me on this subject, but signally failed. In fact, the officials themselves did not seem able to comprehend all its intricacies.

APPENDIX B.

Chemical analyses of the Sambar Lake water and other substances connected with the manufacture of salt:

By DOCTOR H. WARTH, *Chemical Analyst.*

The samples examined were as follows:—

ANALYSES MADE OF LAKE BRINE.

1. Lake Brine:—

A—Common brine from the Lake, 10th December, 100 yards from the shore near Japog.

B—The same brine artificially saturated.

C—Brine from Japog, 24th January.

Brine from reservoirs,

2. Subterranean Brine, or percolation brine, taken from diggings in the Lake-bed at places where the surface Lake water had receded:—

A—Brine from reservoir in walled enclosure No. 2, 10th December.

B—Brine from the same, on 13th January.

C—Brine from a hole made on the shore near Japog, 10th December.

and highly concentrated brine.

3. Mother Liquor—Residue brine from the manufacture of salt in kyaris:—

A—Mother-liquor from walled enclosure, No. 2, December, 1869.

B—Mother-liquor from the same, 17th January, 1870.

C—Mothe-rliquor from walled enclosure, No. 1, 26th January, 1870.

Result of Analyses.

ANALYSIS.

	Lake Brine.			Subterranean Brine.			Mother-Liquor.		
	A.	B.	C.	A.	B.	C.	A.	B.	C.
Dry Residuum, ...	21·9	27·1	27·8	22·7	20·8	20·1	30·6	30·4	30·4
Water, ...	78·0	72·6	72·2	77·5	79·3	80·0	68·8	68·8	68·4
Chloride of Sodium, ...	19·9	24·6	24·8	19·7	17·5	17·3	19·1	20·5	19·4
Sulphate of Soda, ...	1·6	2·0	2·6	2·5	2·5	2·5	7·1	9·4	6·5
Carbonate of Soda, ...	0·4	0·5	0·4	0·5	0·8	0·3	4·4	0·5	4·5
Total, ...	99·9	99·7	100·0	100·2	100·1	100·1	99·4	99·2	98·8
Twaddle's Hydrometer ...	37·0°	46·0°	46·5°	38·5°	35·5°	34·0°	57·5°	57·5°	60·5°
Percentage of foreign salts in the dry residuum.	9·1	9·2	10·8	13·2	15·9	13·9	37·6	32·6	36·2
AVERAGE, ...	9·7			14·3			35·5		

CLAY OF THE LAKE-BED.

ANALYSIS OF CLAY FROM LAKE-BED.

Sample A. was taken from the Lake-bed, some feet under the surface, when the reservoir was being excavated, in walled enclosure No. 2, in December, 1869.

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Analysis B. is given in the journal of the Asiatic Society, 1836, called "surface clay from a *kyari*."

Result of analysis.

Clay.	A.	B.
Water, ...	38·9	35·6
Silica, ...	25·0	33·4
Oxide of Alumina, Iron, &c., ...	8·6	3·6
Carbonate of Lime, ...	8·1	7·7
Carbonate of Magnesia, ...	3·4	...
Chloride of Sodium, ...	13·1	12·5
Sulphate of Soda, ...	2·6	6·7
Carbonate of Soda, ...	0·3	...
Total, ...	100·0	99·5
Proportion of foreign salts in the dissoluble substance, ...	18·1%	31·9%

SUBSTANCES DEPOSITED BY CONCENTRATED SOLUTION OF BRINE ANALYZED.

Substances deposited by the mother-liquor, besides alimentary salt:—

A.—Scale from the bottom of a salt pan in walled enclosure No. 2, half an inch thick, porous amorphous masses, with a few salt crystals mixed amongst them.

B.—*Pupree.*—Scales very similar to those above mentioned, and apparently formed in the very same way on the bottom of the salt-pans, but they were brought out with the salt, and thrown aside in small heaps alongside the salt pans.

C.—*Pupree.*—Very thin scales, of a light red colour, picked out from the salt heaps at enclosure No. 1. This kind of *pupree* is found sometimes on the surface of the salt pans, principally along the shore, and gets mixed there with the salt, but in most cases it comes from the bottom of the pans, as in instances A. and B.

D.—For comparison I also add an analysis given in the journal of the Asiatic Society, 1836.

"*A piece from the surface of a salt-pan in an enclosure from which a crop of salt had just been collected.*"

Result of analysis.

	A.	B.	C.	D.
Water, &c., ...	2·4	10·0	1·2	23·0
Insoluble matter, ...	1·8	2·0	0·8	2·0
Chloride of Sodium, ...	24·5	18·4	9·5	14·0
Sulphate of Soda, ...	57·0	57·5	74·1	51·0
Carbonate of Soda, ...	11·0	10·6	12 8	10·0
Loss, Organic Substance, ...	3·3	1·8	1·6	...
	100·0	100·0	100·0	100·0

Remarks on above.

It is very interesting to note the small amount of water in the samples A. and C. The sulphate of soda is separated by the heat of the sun from the mother-liquor in an anhydrous state, and so the formation of a layer of *pupree* is caused on the bottom of the salt pans *(vide Karsten Salinenkunde*, Volume II. page 205). I lately found in the enclosure No. 1 a regular layer of very thin *pupree* formed under the salt, and the formation of salt seldom takes place here without a thin layer of *pupree* being first formed consisting chiefly of the anhydrous sulphate of soda.

PERCENTAGE OF WATER IN CRYSTALS OF SALT.

Quantity of water in the manufactured salt:—

Wet salt lying in heaps at enclosure No. 2, ten days old, on an average, ... *Water* 5·0%

Salt wetted for facilitating its being easily broken up when being dug from a large salt-heap, on the 9th February, 1870, ... „ 6·5%

Salt from the same salt-heap, not wetted, one foot under the surface:—

One sample from near the bottom, ... *Water* 3·5%

One sample from near the top, ... „ 2·0%

Air-dried salt—several dry samples mixed up together, ... „ 1·0%

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TRACES OF FOREIGN SUBSTANCES IN THE BRINE AND MOTHER-LIQUOR.

TRACES OF FOREIGN SUBSTANCES FOUND IN BRINE AND ITS CONCENTRATED SOLUTION.

Besides the chloride of sodium, sulphate and carbonate of soda, of which the quantitative analysis was made, the brine contains only traces of other inorganic substances. I found in the mother-liquor no nitric acid nor iodine, but some bromine and a very little potassa.

TESTS ADOPTED.

The respective tests were the following:—

Nitrates.

NITRATES.—The mother liquor was tested for nitrates by adding sulphuric acid and sulphate of indigo, and heating. The indigo was not discoloured, proving the absence of nitrate. By adding a few drops of nitric acid to the mixture, the discolouring was performed at once.

Iodine.

IODINE.—Iodine is seldom found and in smaller quantities than bromine in brine ; rock-salt and sea-water also contain very little of it.

The mother liquor was mixed with nitric acid, and boiled with starch. No colouring of the starch took place, whilst it was at once turned into a dark blue by adding a few drops of a weak solution of iodide of potassium to the same mixture.

Bromine.

BROMINE.—Bromine occurs commonly in sea-water and in brines or rock salts. The tests for bromine were made with a more concentrated mother liquor, and the solution was cleansed from the organic substances by evaporating, ignting to redness, and dissolving the residuum again in distilled water. For this test I mixed muriatic acid, chloride of lime, a few drops of nitric acid, and sulphuric æther, and found that the latter remained quite colourless. This whole mixture I then added to the concentrated mother-liquor, when the sulphuric æther assumed a yellow colour. The same colour was produced by adding some bromide of potassium to the above mixture, instead of mother-liquor. Thus the presence of bromine in the mother liquor was safely proved.

Potassium.

POTASSIUM.—The test for this ever-present companion of the deposits of compounds of sodium in nature was the following:—

The mother-liquor (Quant. Analysis C.) from enclosure No. 1 was concentrated six-fold, and this solution purified from organic substances as above-mentioned. The solution was heated with such a quantity of chloride of barium as sufficed to precipitate all the sulphuric acid, and to leave no chloride of barium in the solution, the latter being all precipitated by the carbonate of soda, of which a surplus was left in the solution undecomposed. The filtrated solution was mixed with chloride of platinum, muriatic acid, and alcohol. After twelve hours a small precipitate was received, consisting of Pt_2, U. K. U. The precipitate was washed out, gathered in a crucible, and heated to redness for setting free the chloride of potassium. This latter was then again dissolved in water containing carbonate of soda, and the filtrated solution was again treated as before with muriatic acid, chloride of platinum, and alcohol. A second precipitate was obtained, but only after twenty-four hours, and in very small quantity. The amount of potassa salts present in the Lake, must therefore be very small. The mother liquor contains, besides a large quantity of other organic substances, a red organic colour, which is kept really in solution, because it is not retained by the filtering paper. When any acid is added to the filtered mother-liquor a quantity of organic matter is precipitated, and with it also the red colour. When

boiled for a long time, the mother-liquor assumes a brown colour, losing the red, whilst the red colouring matter is found amongst the salt which is formed by the evaporation.

QUALITATIVE ANALYSES OF EFFLORESCENCE FROM LAKE-BED,

Mere qualitative analyses were made from the following substances:—Saline efflorescence in form of a white or yellowish powder from the farthest eastern end of the Lake, near Konrassa and Khandel. This efflorescence gave equally strong reactions for sulphate of soda and chloride of sodium, and a small reaction for carbonate of soda.

AND ON SALT STORE.

White efflorescence in hard, thick crusts, found on a large salt-heap near Leswa, is very nearly pure chloride of sodium, containing very little sulphate of soda and no carbonate of soda.

GENERAL REMARKS ON IMPURITIES.

Besides the insoluble inorganic and the organic matter, all the impurities liable to be mixed with manufactured salt are the two foreign salts—sulphate of soda and carbonate of soda. Of these foreign salts we find nearly the same quantity in the Lake brine and in the reservoir brine, namely, in the former 9·7%, and in the latter 14·3%, which gives an average of 12·0% of foreign salts in the dry residuum. In the mother-liquor the proportion of these foreign salts increases considerably, amounting, on an average, to 35·5%. At last the quantity of foreign salts, and chiefly of sulphate of soda, reaches its maximum in the *puprees* or scales, which are separated out of the mother-liquor in the enclosures.

REMARK ON THE SPECIFIC GRAVITY OF LAKE BRINE AND THE FORMATION OF SALT.

DETERMINATION OF THE SALT IN THE BRINE FROM THE SPECIFIC GRAVITY OF THE BRINE.

From the above analyses of the Lake brine, we come to the following conclusion:—The quantity of dry residuum contained in the common lake brine and in the reservoir brine is equal to 0·59 times the number of degrees measured by Twaddle's Hydrometer at 60° Fahrenheit. The dry residuum contains, as shown above, an average of 12% of foreign salts, or 88% of pure chloride of sodium. For most practical purposes, it will be near enough simply to multiply the number of Twaddle's degrees by 0·6, instead of 0·59, to find the quantity of dry residuum which 100 parts of such a brine will yield. This rule holds good so far until the brine is saturated with chloride of sodium, which is the case at a specific gravity of 46·5 degrees Twaddle with 27·6% dry residuum. At this point of saturation the forming of the alimentary salt is started, and with its separation the proportion of foreign salts increases, and at the same time the specific gravity. The total quantity of salt increases with the specific gravity, but of course in a much smaller proportion than before the saturation. If at 46·5 degrees, Twaddle, we have a saturated solution with 27·6% dry residuum, and only 12% of foreign salts amongst the latter, we have at 57·5 degrees, Twaddle, a saturated solution of 30·5% dry residuum, and, on an average, 35·1% foreign salts in the latter. The mother-liquor (Analysis C.) with 60·5 degrees, Twaddle, was the heaviest which I have till now met with about the Lake; and I think we may fix 60 degrees, Twaddle, as the point at which the mother-liquor ought always to be removed from the enclosures. I produced an artificial mother-liquor with 73 degrees Twaddle, or a real specific gravity = 1·365, by concentrating common mother-liquor from enclosure No. 2 about twenty-fold. This strong mother-liquor is intended for quantitative determination of bromine, potassa, &c. The specific gravity with water = 1 is equal to $1 \times \frac{N}{200}$, when N represents the number of degrees by Twaddle's Hydrometer. The specific gravity of the Lake brine was found as follows.

The samples were taken 100 yards from the Lake shore, near Japog:—

10th December, 1869,	...	...	37·0°
23rd ditto,	...	...	45·0°
25th ditto,	...	...	40·5°
2nd January, 1870,	...	...	41·0°
16th ditto,	...	...	48·5°
24th ditto,	...	...	46·5°
14th February 1870,	inside of the paee,	...	50·5°
14th ditto,	outside of the paee,	...	50·5°

The brine was 37° on the 10th December, 1869, and reached saturation on the 24th January, 1870. Rain fell between 23rd and 25th December, hence the decrease of specific gravity on the 25th December. After the 2nd January a pan was formed alongside of the shore of the Lake opposite Japog, beyond the place where the brine samples were taken, and for this reason the brine from 16th January was heavier than 46·5°, being in part resembling mother liquor. The last sample was taken from outside the pan on the 24th January, and represents therefore the true Lake-brine. A later test on the 14th February gave the specific gravity as 50·5 degrees inside as well as outside of the pan. The brine in this part of the Lake was, therefore, already over-saturated, and approaching to mother liquor.

Specific gravity of brine from reservoirs.

The subterranean brine was found to have the following specific gravities :—

Date.		*Brine.*
10th December, 1869,	hole made on the shore at Japog,	34·0°
14th ditto,	another hole, ...	32·5°
10th ditto,	reservoir in enclosure No. 2, ...	38·5°
4th January, 1870,	ditto, ...	36·0°
13th ditto,	ditto, ...	35·5°
January, brine from a disused reservoir near the eastern end of the Lake,	... ...	25 5°
24th January, A hole near the shore of the Lake opposite Japog Tank,	... ...	31·0°
Ditto, A second hole at the same point further from the Lake,...	... ...	17·5°

The strength of the subterranean brine decreases as the distance from the centre of the Lake increases.

REPORT

ON

THE ADMINISTRATION

OF THE

Inland Customs Department

FOR THE

OFFICIAL YEAR

1872-73,

WITH

APPENDICES.

ALLAHABAD:

PRINTED AT THE NORTH-WESTERN PROVINCES' GOVERNMENT PRESS.

1873.

SKELETON MAP
SHEWING
INLAND CUSTOMS LINE & SALT SOURCES,
IN THE
PUNJAB, NORTH-WEST AND CENTRAL PROVINCES
OF
INDIA,
1873.
Scale of English Miles.
REFERENCES.
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Salt Sources
Custom House Stations are Underlined.
AFGHANISTAN
BELOOCHISTAN
SEWESTAN
RAJPOOTANA
SINDH
CUTCH
KATTYWAR
GUJERAT
KHANDEISH
BERAR
NIZAM'S DOMINIONS
CENTRAL PROVINCES
BUNDELCUND
BAGELCUND
MALWA
GOND-WANA
KUMAON
GURHWAL
NEPAUL
SIKKIM
BHOOTAN
THIBET
BAY OF BENGAL
Gulf of Cutch
Gulf of Cambay
MOUTHS OF THE GANGES
Mount Everest
Kelat-i-Ghilzie
Quetta or Shawl
Mooltan
Bahawulpoor
Hyderabad
Rajkot
Ahmedabad
Baroda
Surat
Bombay
Indore
Oodeypoor
Jodepoor
Jeypoor
Ajmere
Neemuch
Gwalior
Jhansi
Agra
Delhi
Lahore
Umritsir
Jummoo
Leh
Yarkand
Kashgar
Khokan
Calcutta
Chittagong
Akyab
Moorshedabad
Patna
Benares
Lucknow
Cawnpore
Allahabad
Jubbulpoor
Nagpoor
Sumbulpoor
Chanda
Hyderabad
Aurungabad
Jalnah
Poona
Sholapoor
Kolapoor
Belgaum
Goa
Mangalore
Cannanore
Calicut
Cochin
Trivandrum
Madras
Pondicherry
Vizagapatam
Ganjam
Cuttack
Balasore
Midnapore
Hooghly
Burdwan
Nuddea
Jessore
Dacca
Mymensing
Rungpore
Dinagepore
Purneah
Monghyr
Bhaugulpore
Darjeeling
Goalpara
Gowhatty
Sylhet
Cachar
Tipperah
Chittagong Hill Tracts
Garrow Hills
Cossya Hills
Jynteah Hills
Naga Hills
Munnipore
Arracan
Pegu
Martaban
Tenasserim
Andaman Islands
Nicobar Islands
Maldive Islands
Laccadive Islands
Ceylon
Colombo
Kandy
Trincomalee
Jaffna
Point Pedro
Adam's Bridge
Palk Strait
Gulf of Manaar
Cape Comorin
Ramnad
Tanjore
Trichinopoly
Madura
Tinnevelly
Coimbatore
Salem
Bangalore
Mysore
Seringapatam
Hyderabad
Secunderabad
Kurnool
Cuddapah
Nellore
Ongole
Guntoor
Masulipatam
Rajahmundry
Vizagapatam
Chanda
Nagpoor
Seonee
Mandla
Jubbulpoor
Saugor
Damoh
Hoshungabad
Betul
Nursinghpoor
Chindwara
Baitool
Amherst
Tavoy
Mergui
Moulmein
Sittang
Rangoon
Bassein
Akyab
Arracan
Chittagong
Noakhally
Backergunge
Jessore
Nuddea
Hooghly
Midnapore
Balasore
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REPORT

ON

THE ADMINISTRATION

OF THE

INLAND CUSTOMS DEPARTMENT

FOR THE

OFFICIAL YEAR 1872-73.

INTRODUCTION.

STRENGTH AND REALIZATIONS OF THE DEPARTMENT.

THE following statement shows the strength of the Inland Customs Department, the number of miles of Customs line, the amount of goods taxed, and the gross realizations at the end of the year 1872-73, as compared with the previous year :—

	No. of officers.*	No. of men.	Miles of line.	No. of maunds of salt taxed.	No. of maunds of sugar taxed.	Gross realizations.
						Rs.
1872-73 ...	319	13,783	2,375½	58,97,141	23,08,349	1,70,20,582
1871-72 ...	320	13,721	2,318½	55,88,516	24,27,420	1,62,09,874
DIFFERENCE ...	−1	+62	+57	+3,08,625	−1,19,071	+8,10,708

Fluctuations in strength of force and

The details of this table will be found in Statement No. II. The diminution of one officer is due to the fact that the duties of the Analyst are now performed by a patrol, instead of by a separate officer. The increase of 62 men is due—1*st*, to the sanction of a medical establishment of six men for the Mayo mines ; 2*nd*, to an increase of 57 men in the Multán Division, due to the increased length of the line, owing to its diversion to meet the Indus line, as will be hereafter explained ; and *3rd*, to an increase of ten men in the Hissar Division in consequence of certain alterations connected with the Arniwála post. From this increase must be deducted eleven men dismissed in the local salt works now closed. Of the 57 miles increase in the length of the line, 47 are due to the above-mentioned diversion of the Multán or Satlaj line, and 5 to the consequent extension of the Indus line. The remaining increase of five miles is nominal, being merely a rectification of erroneous measurements in the Jhansi Division.

Increase in length of line explained.

* Sub-Assistant Patrols are included amongst "officers," instead of, as last year, amongst "men."

Gross receipts and charges of the past four years contrasted.

2. The following table epitomizes the results of the past four years' administration of the Department, of which details will be found in Statement No. III. :—

	Gross receipts.					Charges.				Net receipts.	Percentage and charge on receipts.
	Salt.		Sugar duty.	Miscellaneous, fines, forfeitures, &c.	Total.	Establishments.	Excavation and manufacture.	Contingent and miscellaneous.	Total.		
	Duty.	Sale price.									
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1872-73 ...	1,45,29,778	10,67,898	14,17,513	5,392	1,70,20,581	17,96,481	75,908	9,99,908	28,72,297	1,41,48,284	16·87
1871-72 ...	1,37,80,505	8,30,995	15,92,800	5,574	1,62,09,874	17,98,025	79,930	8,89,818	27,67,773	1,34,42,101	17·07
1870-71 ...	1,40,76,201	7,41,725	14,10,250	50,492	1,62,78,668	17,74,761	62,559	4,89,378	23,26,698	1,39,51,970	14·29
1869-70 ...	1,53,42,965	1,90,830	12,48,482	50,315	1,68,32,592	19,46,526	51,862	1,55,441	21,53,829	1,46,78,763	12·79

Under the head "Sale price" are included —

One anna cess,

1*st.*—The proceeds of the one anna cess at the mines charged to the purchasers of salt as the cost price in addition to the duty.

Hákimi cess, and

2*nd.*—The Hákimi cess or Government share of the produce of certain of the Sultanpur Salt Works.

receipts from sale of salt at Sambhar,

3*rd.*—The receipts from the sale of salt at the Sambhar Lake.

are shown separately from duty on salt.

None of the above items constitute duty on salt, and are therefore shown separately.

Charges for excavation and manufacture are also shown separately,

Amongst the charges, those for excavation at the Panjab mines and for manufacture at the Sambhar Lake are also shown separately.

and all should be excluded from percentage of charges on receipts,

In judging of the percentage of charges on receipts the above items should be excluded, as should also certain other charges at the Panjab mines which are met from the one anna cess—namely, tolls and special works in the mines. In Appendix A. it is explained that the one anna cess defrays not only the miners' wages, but tolls on the roads near the mines and the interest on the capital invested in the improvement of the mines. The whole of the charges for the Sambhar Lake should also be excluded.

as no direct profit is sought from sale price of salt.

The Government do not seek to make a direct profit from the sale price of the salt either in the mines or at the Sambhar Lake. If the charges are met by the receipts, that is all that is looked for—in other words, the charges might well be 100 per cent. on the receipts. The inclusion of these items, therefore, unfairly affects the percentage of charges on receipts, if we wish to show the percentage of cost in the realization of the salt and sugar duties, the main business of the Department of Inland Customs. For this reason I would also exclude the Sultanpur Hákimi cess, which is not a Customs duty.

Realizations and charges on salt and sugar for the past four years.

3. Confining ourselves to the amount of salt and sugar duties and small miscellaneous receipts, and to the charges incurred in realizing this revenue, we find the following figures for the past four years :—

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1872-73.

Year.	Salt and sugar duties and miscellaneous receipts.	Charges incurred in realizing duties.	Percentage of charges on receipts.
	Rs.	Rs.	
1872-73	1,59,52,594	18,54,317	11·62
1871-72	1,5[illegible]3,78,800	18,35,485	11 93
1870-71	1,55,36,745	18,76,129	12 07
1869-70	1,66,41,760	20,94,800	12·59

Decrease of percentage of cost since 1869-70.

It will be seen that there is a satisfactory decrease of percentage of cost since 1869-70, subsequent to which year my predecessor effected large economies by a judicious revision of establishments. The receipts of 1869-70 were extraordinarily large, owing to causes which have been frequently explained, one of which was over-trading at the mines. This caused an over-stocking of the market which seriously affected the sales for the next two years. They have now, however, recovered their normal position. Another general cause for decrease of receipts lies in the fact that towards the end of 1869 the local duty on Madras and Bombay salt was raised by five annas per maund. The line duty on imports from these Presidencies was diminished by an equivalent amount, so that instead of Re. 1-8-0 per maund being credited to the Department, only Re. 1-3-0 has been credited since the duty was raised. For some time, indeed, only Re. 1-2-0 per maund was credited on the imports from Madras, owing to the local authorities declaring the duty in the Presidency to be Re. 1-14-0 out of the Rs. 2, which was the sale price under Act XXIV. of 1869. Moreover, the quantity of salt imported from Madras and Bombay has increased, and as this salt, now paying line duty of Re. 1-3-0 per maund, displaces salt which paid us the full duty of Rs. 3 per maund, another cause of decreased receipts of the Department is here seen.

Extraordinarily large receipts in 1869-70 and falling off in subsequent years explained.

Importations of salt during the past four years from Madras and Bombay, and the duty realized in those Presidencies on the same.

4. The following figures show the quantity of salt which has in the last four years been imported from Madras and Bombay, and the amount of duty realized in those Presidencies on the same:—

Year.	Imported from Bombay.		Imported from Madras.		Total imported.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
1872-73 ...	8,83,608	16,01,540	88,536	1,60,471	9,72,144	17,62,011
1871-72 ...	8,48,995	15,38,785	1,01,748	1,88,885	9,50,743	17,27,670
1870-71 ...	8,28,095	15,00,785	92,209	1,72,942	9,20,304	16,73,724
1869-70 ...	7,67,571	12,94,256	1,01,675	1,57,312	8,69,246	14,51,568

If this duty was credited to the Inland Customs Department, the charges would be not much over ten per cent. on receipts.

If this duty was credited, as it equitably should be, to the Inland Customs Department, the charges would be not much over ten per cent. on the receipts. The fluctuation of the receipts and charges will be fully explained in this report when I deal with each division of the Department in detail.

Fluctuation in salt and sugar duties and charges for the past year noted.

5. Generally speaking, it may be said that as regards salt duty there has been a healthy reaction from the depression of the

past two years; as regards sugar duties, that the year has on the average been a fair one, though somewhat kept down by the paucity of Hindu marriages; and as regards charges incurred in the collection of the duties, the increase is mainly due to the expenses incurred in making the new line and buildings in the Multán Division, for which a special grant of Rs. 11,270 was made.

Supply of salt to the country in rear of the line.

Duty-paid salt.

6. Omitting Kohat, which lies outside the Inland Customs line, the following table shows the quantity of salt on which duty was paid, and the amount of duty, for consumption in the area isolated by the line :—

	1872-73.		1871-72.		1870-71.		1869-70.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Panjab Mines (Shahpur Division) ...	13,66,494	40,99,480	12,67,535	38,02,605	12,21,467	36,64,402	14,97,153	44,91,458
Mandi ...	1,05,633	66,021	88,725	55,453	13,227	8,317	...	...
Line (British) ...	37,42,374	98,92,969	35,78,352	94,58,596	37,36,592	99,45,428	38,14,690	1,03 75,821
Line, Berar ...	2,35,997	2,80,274	2,48,945	2,95,642	2,25,830	2,68,407	2,32,773	3,15,008
Internal Branch ...	32,659	1,02,289	19,861	62,669	19,207	59,825	17,269	53,655
Local Salt Works ...	...	...	9,171	27,513	14,752	44,257	...	...
Total Inland Customs Department ...	54,83,157	1,44,41,033	52,12,589	1,37,02,478	52,31,075	1,39,90,630	55,61,885	1,52,35,942
Bengal ...	81,29,112	2,64,19,614	78,53,587	2,55,24,157	80,48,639	2,61,58,077	77,49,909	2,51,87,204
Grand Total ...	1,36,12,269	4,08,60,647	1,30,66,176	3,92,26,635	1,32,79,753	4,01,48,713	1,33,11,794	4,04,23,146

Difference between the quantity which paid duty and the quantity which actually crossed the line explained.

The quantities of salt on which duty was paid at the Panjab mines and on the line do not quite coincide with the actual quantities which were actually delivered at the mines or crossed the line. This is due to the fact that the *rawannas* (or passes) are not all made use of in the same year in which the duty is realized on them. The actual quantities of salt delivered at the mines or crossing the line will be given hereafter. Substituting these for the figures given above, we find the following quantities of salt entered the markets for consumption in the area isolated by the line :—

	Maunds.	Tons.
1872 73	1,35,80,998	4,98,894
1871-72	1,30,68,052	4,80,051
1870-71	1,33,08,346	4,88,862
1869-70	1,33,10,721	4,88,965

No lack in supply as compared with previous years.

Consumption of untaxed salt in addition to that which paid duty;

the most dangerous source of which was the great saline tracts in Behar,

where, however, Act XXXI. of 1861 is now being introduced.

This shows that in 1872-73 there was no lack in the supply as compared with the previous years. In addition to the duty-paying salt, a considerable amount, the quantity of which I have no means of conjecturing, was no doubt consumed which paid no duty at all. So far as this Department is concerned, the most dangerous source of decreased receipts owing to illicit salt being consumed was the uncontrolled state of the great saline tracts in Behar. Act XXXI. of 1861 is now being introduced into that province, and it is hoped that the effect of the measures now adopted may be good, though they hardly seem adequate to the necessities of the case.

Calcutta imports.

The imports to Calcutta were considerably less, although the deliveries were larger in 1872-73 than in the previous year, as will be seen from the following tables :—

Imports.

Years in which imported.	Liverpool.	Bombay and Karachi.	Madras.	Jeddah.	Muscat.	Ceylon.	French.	All other descriptions.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73 ...	53,38,079	6,07,444	2,21,548	3,82,321	2,19,932	...	1,51,676	1,98,244	71,19,244
1871-72 ...	65,26,464	2,48,253	2,07,960	4,83,549	2,40,573	...	61,570	52,166	78,20,535
1870-71 ...	47,87,464	6,65,643	2,20,980	3,80,486	1,94,872	4,589	1,40,996	...	63,94,530
1869-70 ...	59,24,489	10,20,143	3,30,699	4,92,478	1,54,896	84,132	1,85,501	27,708	82,20,046

Deliveries.

Years in which imported.	Liverpool.	Bombay and Karachi.	Madras.	Jeddah.	Muscat.	Ceylon.	French.	Government Pangah.	Government Karkatch.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds	Mds.	Mds.	Mds.	Mds.
1872-73,	58,85,880	5,40,227	2,05,290	3,86,499	2,65,351	544	1,45,728	954	1,30,713	75,62,186
1871-72,	58,59,080	4,49,845	2,12,933	3,86,083	1,88,882	18,242	1,44,380	8,345	50,763	78,18,553
1870-71,	56,24,642	6,20,173	3,25,274	3,98,388	2,15,161	1,08,280	1,73,220	17,605	26,002	75,09,045
1869-70,	55,17,253	6,88,106	2,61,961	5,36,692	1,22,982	38,993	69,499	28,187	...	72,58,673

Rates of duty on the salt imports above noted.

The rates of duty per maund on the quantities of salt shown above as paying duty for consumption within the Customs line were Rs. 3-4-0 in Bengal, 10 annas in Mandi, and Rs. 3 elsewhere, except on salt imported across the line from Bombay and Madras. On this only the difference between Rs. 3 and the local duty levied in those Presidencies was taken on the salt crossing the Inland Customs Line. Until 4th October, 1869, the Bombay and Madras duty was Re. 1-8-0 per maund, and the line duty Re. 1-8-0 per maund. On that date the ordinance of the Governor-General in Council (subsequently confirmed by Act XXIV. of 1869) raised the Bombay duty to Re. 1-13-0 and the Madras selling price to Rs. 2, of which the Madras authorities declared for some time Re. 1-14-0 to be the duty, though this was subsequently altered to Re. 1-13-0. Consequently, since the raising of the Madras and Bombay duties, Re. 1-3-0 per maund has been levied on Bombay salt imported across the Customs line, and Re. 1-2-0, and subsequently, *viz.*, from October, 1871, Re. 1-3-0, on Madras salt so imported.

Salt imports from Madras and Bombay into the Central Provinces and Berar.

The following statement shows the quantities imported from the Presidencies of Madras and Bombay into the Central Provinces and Berar, paying the different rates of line duty above quoted :—

Year.	Imported into the Central Provinces.				Imported into Berar.			Total imported.
	At Re. 1-8-0 per maund.	At Re. 1-3-0 per maund.	At Re. 1-2-0 per maund.	Total at the three rates per mpund.	At Re. 1-3-0 per maund.	At Re. 1-3-0 per maund.	Total maunds.	Maunds.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73	...	7,36,162	...	7,36,162	1	2,35,981	2,35,982	9,72,144
1871-72	13	6,30,309	71,478	7,01,800	48	2,48,895	2,48,943	9,50,743
1870-71	321	6,02,052	92,208	6,94,581	126	2,25,597	2,25,723	9,20,304
1869-70	2,15,993	3,47,733	12,800	6,36,526	1,23,175	1,09,545	2,32,720	8,69,246

Imports from the Mandi State.

The imports from the Mandi State pay a duty of only ten annas per maund, but as the rock contains only 75 per cent. of salt and 25 per cent. of earthy matter, the tax on the salt is really as high as 13 annas 4 pie per maund. It is probable, indeed, that practically not much more than 50 per cent. of salt is actually extracted for use, in which case the tax rises to Re. 1-4-0 per maund. This is still low, and might, I think, be raised without danger or hardship.

FINANCIAL RESULTS.

Gross realizations of the Department.

7. The gross realizations of the Department, divided amongst its different branches, were as follows :—

By Branches.

	1872-73.	1871-72.	1870-71.	1869-70.
	Rs.	Rs.	Rs.	Rs.
Kohat	88,746	78,027	85,565	1,07,023
Panjab Mines (Shahpur) ...	41,85,768	38,82,129	36,85,910	44,92,539
Mandi	66,021	55,453	8,317	...
Line	1,16,34,629	1,13,94,899	1,17,07,227	1,19,88,275
Internal branch	1,62,944	1,11,493	1,14,071	96,570
Local Salt Works	...	28,738	46,880	...
Sambhar	8,82,473	6,59,135	6,30,698	1,48,185
Total ...	1,70,20,581	1,62,09,874	1,26,78,663	1,68,32,592

By Governments.

Distributing these amongst the different Governments to which they are now credited in the Budget, the figures are as follows:—

Year.	Panjab.			North-Western Provinces.			Oudh.	Central Provinces.	Berar.	Govt. of India.	Total.
	Mines (Kohat, Shahpur, Mandi).	Line.	Total.	Line.	Internal	Total.	Internal.	Line.	Line.	Sambhar.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1872-73 ...	43,40,535	47,93,313	91,33,848	52,18,581	1,43,966	53,62,547	18,978	13,42,404	2,80,331	8,82,473	1,70,20,581
1871-72 ...	40,15,609	49,31,105	89,46,714	48,03,754	99,156	49,02,910	41,075	13,64,317	2,95,723	6,59,135	1,62,09,874
1870-71 ...	37,79,792	53,99,417	91,79,209	47,26,948	1,03,535	48,30,483	57,416	13,11,401	2,69,461	6,30,698	1,62,78,668
1869-70 ...	45,99,562	52,80,310	98,79,872	51,36,364	84,464	52,20,828	12,106	12,53,429	3,18,172	1,48,185	1,68,32,592

CHARGES.

The charges similarly distributed are shown in the following tables :—

By Branches.

By Branches :—

	1872-73.	1871-72.	1870-71.	1869-70.
	Rs.	Rs.	Rs.	Rs.
Central Office	80,489	76,637	84,961	88,203
Kohat	27,014	27,557	29,337	27,015
Panjab Mines (Shahpur) ...	2,07,461	2,02,892	1,55,397	1,70,438
Mandi	8,260	8,080	2,419	...
Line	13,75,560	13,57,851	13,77,496	16,22,398
Internal Branch	2,35,235	2,31,607	2,31,825	2,87,654
Local Salt Works	...	423	27,640	...
Sambhar	9,88,278	8,60,726	4,17,623	8,121
Total ...	28,72,297	27,67,773	23,26,698	21,53,829

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1872-73.

By Governments :—

By Governments.

Year.	Panjab.			North-Western Provinces.			Oudh.	Central Provinces.	Berar.	Government of India.			Grand Total.
	Mines (Kohat, Shahpur, and Mandi.)	Line.	Total.	Line.	Internal Branch.	Total.	Internal Branch.	Line.	Line.	Sambhar.	Central Office.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1872-73.	2,42,785	4,96,719	7,39,454	4,01,287	1,68,286	5,69,573	66,949	3,95,915	81,639	9,38,278	80,489	10,18,767	28,72,297
1871-72.	2,38,529	4,79,439	7,17,968	3,99,497	1,67,136	5,66,633	64,894	3,97,416	81,499	8,60,726	78,637	9,39,363	27,67,773
1870-71.	1,87,153	4,87,208	6,74,361	4,08,969	1,81,084	5,90,053	78,381	4,01,823	79,496	4,17,623	84,961	5,02,584	23,26,698
1869-70.	1,97,453	5,28,834	7,26,287	4,76,684	1,70,934	6,47,618	66,720	4,88,813	1,28,067	8,121	88,203	96,324	21,53,829

The main cause for the increase in charges in 1872-73, as compared with 1869-70, has been the leasing of the Sambhar Lake. Moreover, in 1872-73, Rs. 1,42,500 have been paid as treaty payments to the Darbars in excess of the annual sum of Rs. 7,00,000. The actual payments were Rs. 2,30,000 on account of 1871-72, Rs. 5,62,500 on account of 1872-73, and Rs. 50,000 on account of 1873-74.

Main cause for increase in charges in 1872-73, as compared with 1871-72, due to leasing of the Sambhar Lake.

The line charges have since 1869-70 been reduced by nearly 2½ lakhs of rupees, owing to my predecessor's careful re-organization of the establishments. Of this nearly half a lakh has been saved to the Berar administration.

Line charges since 1869-70 reduced by nearly 2½ lakhs of rupees.

The net revenue derived by subtracting the charges from the gross receipts was as follows :—

Net receipts.

By Divisions.

	1872-73.	1871-72.	1870-71.	1869-70.
	Rs.	Rs.	Rs.	Rs.
Kohas	61,732	50,470	56,228	80,008
Panjab Mines (Shahpur) ...	39,78,307	36,79,237	35,30,513	43,22,101
Mandi	57,761	47,373	5,898	...
Line	1,02,59,069	1,00,37,048	1,03,29,731	1,03,65,877
Internal Branch	—72,291	—1,20,114	—1,17,754	—1,41,084
Local Salt Works	...	28,315	19,240	...
Sambhar	—55,805	—2,01,591	+2,13,075	+1,40,064
Total ...	1,42,28,773	1,35,20,738	1,40,36,931	1,47,66,966
Deduct Central Office charges...	80,489	78,637	84,961	88,203
Total Net Revenue ...	1,41,48,284	1,34,42,101	1,39,51,970	1,46,78,763

By Governments.

And divided amongst Governments as follows :—

Year.	Panjab.			North-Western Provinces.			Oudh.	Central Provinces.	Berar.	Government of India.		Total.	Grand Total net receipts.
	Mines (Kohat, Shahpur, and Mandi).	Line.	Total.	Line.	Internal Branch.	Total.	Internal Branch.	Line.	Line.	Sambhar.	Central Office.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1872-73.	40,97,800	42,96,594	83,94,394	48,17,294	-24,320	47,92,974	-47,971	9,46,489	1,98,692	— 55,805	—80,489	—1,36,294	1,41,48,284
1871-72.	37,77,030	44,51,666	82,28,746	44,04,257	-67,980	43,36,277	-23,819	9,66,901	2,14,224	—2,01,591	—78,637	—2,80,228	1,34,42,101
1870-71.	35,92,639	49,12,209	85,04,848	43,17,979	-77,549	42,40,430	-20,965	9,09,578	1,89,955	+2,13,075	—84,961	+1,28,114	1,39,51,970
1869-70.	44,02,109	47,51,476	91,53,585	46,59,680	-86,470	44,73,210	-54,614	7,64,616	1,90,105	+1,40,064	—88,203	+80,350	1,46,78,763

Details of percentages of charges on gross receipts are given in Statement No. III.,

but are of little value, because,

1st, *certain of the charges are not connected with the collection of duty on salt and sugar, and*

2nd, *each branch and division of the Department is mutually dependent on every other.*

In Statement No. III. the percentages of charges on gross receipts are given in detail; they are however of very little value, first, because, as above explained, certain of the receipts and charges are not connected with the collection of duty on salt and sugar, and are not intended to show a surplus balance: as, for instance, the receipts and charges of the Sambhar Lake; the receipts and charges on account of excavation of salt from the Panjab mines. In these cases the charges are about equal to the receipts, and therefore unfavourably affect the percentage of the whole charges to receipts. But there is another more general reason why percentages of charges to receipts are of not much value in detail, and that is, that each branch and division of the Department is mutually dependent on every other, so that the financial result of any one branch or division of the Department conveys no idea of its efficiency. The most striking instance of this is found in the case of the Internal Branch, which always shows a large deficit. But if the Internal Branch were abolished, the country within the line would be supplied with enormous quantities of illicit salt, which would undersell the duty-paid salt and cause a most ruinous diminution in the receipts of the mines and the line and in the sales at Sambhar.

I shall now proceed to examine each branch of the Department in detail, and give such further figures and explanations as will, I hope, thoroughly elucidate the variations shown in the above abstract tables of receipts and charges.

THE THREE GREAT BRANCHES OF THE DEPARTMENT.

PANJAB MINES.

Receipts.

8. The receipts from the four sets of mines in the salt range for the last four years are shown in the following statement:—

Year.	Names of mines.				Total.	Miscellaneous.	Grand Total.
	Mayo.	Sardi.	Warcha.	Kalabagh.			
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1872-73	34,00,451	1,88,932	3,17,824	1,92,224	40,99,481	86,288	41,85,769
1871-72	29,65,897	1,97,220	4,06,645	2,32,843	38,02,605	79,524	38,82,129
1870-71	27,99,092	2,20,686	4,45,040	1,99,584	36,64,402	21,508	36,85,910
1869-70	35,03,171	4,26,485	3,99,856	1,61,946	44,91,458	1,081	44,92,539

THE THREE GREAT BRANCHES OF THE DEPARTMENT.

One anna cess since when levied and how credited.

The miscellaneous receipts consist almost entirely of the one anna cess which was introduced on the 4th July, 1870. Owing to this cess having been kept as a deposit from which to meet charges for excavation and tolls from the 1st October, 1870, to the end of March, 1871, Rs. 36,262, which were spent during that period, are not shown in the accounts. This amount should be added to the miscellaneous receipts of 1870-71, making them Rs. 57,770, and the total receipts of that year Rs. 37,22,172. Excluding the miscellaneous receipts, the amount of duty at Rs. 3 per maund was higher in 1872-73, than in the two previous years, though not so high as in 1869-70, which, for reasons frequently explained, was an exceptionally good year. Next to that year, the year 1872-73 shows the highest receipts of any since the annexation of the Panjab. Except in these two years, the receipts have never reached the sum of £400,000.

Amount of duty realized higher in 1872-73 than in the two previous years, but not so high as in 1869-70.

Quantity of salt that paid duty and the quantity actually delivered during the past four years.

The following statement shows the quantity of salt on which duty was paid during each of the past four years and the quantity actually delivered. These quantities never agree exactly, as has been above explained :—

Year.	Quantity on which duty was paid.	Quantity actually delivered.
	Mds.	Mds.
1872-73	13,66,494	13,54,009
1871-72	12,67,535	12,72,775
1870-71	12,21,467	12,75,510
1869-70	14,97,153	14,62,607
Total ...	53,52,649	53,64,901
Average ...	13,38,162	13,41,225

Increased sales in 1872-73 due to large amount of carriage available towards close of year.

Mr. Wright, the Collector of the Shahpur Division, is of opinion that the traders have, owing to the large amount of carriage available towards the end of the year 1872-73, due to the breaking up of the camp of exercise, somewhat anticipated the demands of the current year, and that this accounts for the large sales in 1872-73, while it may unfavourably affect those of the current year 1873-74. It must, however, be remembered that during the second and third quarters of the year 1872-73 the sales were much checked by the prevalence of fever and cholera, and the withdrawal of carriage to the camp of exercise.

Total receipts.

The following statement shows the gross receipts and charges of the Shahpur Division for the past four years:—

Year.	Gross receipts.	Total charges.	Net receipts.
	Rs.	Rs.	Rs.
1872-73	41,85,769	2,67,191	39,18,578
1871-72	38,82,129	2,60,889	36,21,240
1870-71	36,85,910	2,09,001	34,76,909
1869-70	44,92,539	2,26,278	42,66,261

Charges.

9. Of the charges for 1872-73, Rs. 59,730 are on account of the Indus Preventive Line, which has practically no direct revenue,

and the remainder, Rs. 2,07,461, is on account of the mines. In 1871-72 the expenditure on this head was Rs. 2,02,892. The increase is entirely due to the larger expenditure of capital in works of improvement in the Mayo mines under the supervision of Dr. Warth. This amounted to Rs. 22,000 in 1872-73 against Rs. 10,550 in 1871-72.

Increase due to the larger expenditure on improvements at the Mayo mines.

In the extract from Dr. Warth's report printed as Appendix B. to my report for 1871-72 will be found a statement of the drifts which remained to be completed in 1872-73, amounting to 3,500 feet. These, I understand, have been generally completed, with the exception of about 300 feet of the low-level tunnel or main drift. Rs. 9,000 were sanctioned for this purpose. Rs. 3,000 were also sanctioned for the continuance of experimental excavations in Jogi-ka-Tilla, a point in the salt range only 22 miles distant from Jhelum. On this experimental shaft Dr. Warth reports as follows :—

Experimental excavations in Jogi-ka-Tilla were continued during the year,

"The trial excavation near Jogi-ka-Tilla has not yet led to a result; and the aspect is not very promising at present. The tunnel has again met with a layer of *débris* of sandstone, &c., from strata more recent than the salt bed. The tunnel is driven horizontal to a length of 325 feet, and from thence a sloping shaft is worked down to a length of 70 feet. There has been difficulty in continuing the shaft owing to the want of fresh air. The sloping mouth and the raised interior end of the tunnel had to be cut down to make the tunnel perfectly horizontal, and this had the effect of rendering the air pure up to the mouth of the sloping shaft. Delay was also caused by the unwillingness of the Khewra miners to work at Jogi-ka-Tilla. It was very difficult to make them leave the Mayo mines, and the contractors had to be changed twice. Now the work is going on again, and I hope gypsum will be reached again, or perhaps we will come upon brine. Up to the present the interior of the mountain appears remarkably dry. There is no trace of water, the presence of which renders other mining operations so difficult. We ought therefore to continue the excavation at least as long as neither water nor brine appears. If, after all, the excavation should not lead to the discovery of salt, an attempt at boring for salt might be made afterwards."

but Dr. Warth reports without any result,

owing to difficulties,

which have since been overcome.

Construction of a wagon tramway in the low-level tunnel accomplished.

Besides the above-mentioned grants of Rs. 9,000 and Rs. 3,000, a further sum of Rs. 10,000 was sanctioned for the construction of a wagon tramway in the low-level tunnel. This has been successfully accomplished for 1,700 feet, which is the completed length of the tunnel.

All the salt is now bought out of the mines by this tunnel along the tramway to near the weighing-house. The tramway is there divided into two branches, each being on an embankment 15 feet high.

Down the sides of the embankment the salt is thrown out of the wagons, and at the foot the traders fill their bags close to the scales.

New system of working the Mayo mines, which is detailed in Appendix A.,

In Appendix A. will be found a detailed explanation of the new system of working the Mayo mines and of paying the miners, with other points of interest connected with the administration of the mines during the year 1872-73. Dr. Warth has spared himself neither trouble nor thought in his elaboration of the new system. He has changed the whole aspect of the mines, which, I

believe, will now, in their working system, bear comparison with the best worked salt mines in Europe. No mistake can be made in the future, the plans for which are carefully laid out. Dr. Warth deserves great credit for his exertions.

will bear comparison with the best worked salt mines in Europe,

and Dr. Warth deserves great credit for his exertions.

10. I have received no official report as to the state of the wire tramway in the course of construction by Lieutenant deWolski, R.E. In April last I inspected the works, and have recently submitted to the Financial Commissioner of the Panjab a report of what I saw. Nothing had been done nearer the mines than a place about one mile below the Khewra Mandi. At this place a temporary terminus was erected where the trucks could be loaded and put on the line, and where the return trucks could be taken off. From this temporary terminus up to near the river bank, a distance of nearly ten miles, the standards for carrying the wire were all erected and the wire mounted. Three miles from the temporary terminus at Gujar is an engine working the wire for those three miles. Three miles and three-quarters further, at Kambar, is the second engine working that section. The third engine is at Usmán, about one mile and three-quarters below Kambar. This engine is to work the wire between Kambar and Usmán in one direction, and between Usmán and Chak Nizám, the further terminus across the river, in the other. The engines at Gujar and Kambar were in working order, and steam was got up at Gujar. In spite of some defective construction or condition of the engine, the pipes of the boiler of which leaked very much, I saw a number of trucks (half beer-barrels suspended from the wire) sent up and down the three miles of line worked by that engine. The Kambar engine has also been worked. Trucks loaded with stones have been sent along the line, everything worked satisfactorily, and the pace was at least six miles an hour. The engine at Usmán was being erected, and I have recently heard that it is in good working order. I saw no preparations for crossing the river, 1,150 feet wide, or erecting the standards and terminus on the other side; but I have since heard that Lieutenant deWolski has driven in piles in the smaller of the two branches of the river which have to be crossed, and hopes to get two standards in the main stream on piles. In this case there will be only one floating support necessary.

Wire Tramway.

No official report as to its state received from Lieutenant de Wolski,

but Mr. Batten has inspected the works and submitted to the Financial Commissioner, Panjab, a report of what he saw,

The first engine is at Gujar,

the second at Kambar, and

the third at Usmán.

Steam was got up at Gujar,

and trucks were sent up and down the three miles of line worked by the engine.

Everything worked satisfactorily.

Several causes have united to delay the completion of the work. The plant arrived in the autumn of 1871 in Calcutta. Just then a bridge on the railway between Delhi and Umballa was carried away, so that the plant could be booked only as far as Delhi. Soon afterwards the bridge over the Satlaj was destroyed, and the Railway Company declared their inability to take the heavy boilers of wire tramway engines over the river. Mr. Morris, who was deputed by me to look after the carriage of the plant, successfully accomplished the task which the Railway Company had declined although the plant was booked to Lahor. It was not until May, 1872, that the whole plant had arrived at Lahor. Here it had to be taken by road to Pind-Dadan-Khan, having to cross the Chenab and Jhelam rivers. Owing to the great weight of the boilers, special carts had to be made for them. Then the plant had to be taken to the site of the line, which was a work of no ordinary difficulty: what with the hot weather, rains, cholera and fever raging, and bullocks unaccustomed to carts dragging the heavy boilers over ploughed fields. Lieutenant deWolski informed me that he was employed for six days in August getting out one boiler on to the line, and seven days in getting

Delay in completion of work caused by difficulties in transporting the plant,

the whole of which did not reach Lahor until May, 1872,

and had then to be conveyed to the site of the line under the most trying circumstances.

Then there was the difficulty of erecting the engines, parts of which were found to be misconstructed and others misplaced.

out one coil of rope. Then there was the difficulty of erecting the engines with no proper workshops, and no fitters but natives, two of whom were laid up with fever for six weeks at a time. Parts of the engine were misconstructed and others misplaced. Lieutenant deWolski was of opinion that they could never have been put together and tested in England, and that the way in which they were packed and sent out was not at all creditable to those concerned. These are technical points on which, no doubt, Lieutenant deWolski will report. Both Lieutenant deWolski and Mr. Walker were laid up frequently with fever, in spite of which I am satisfied that they exerted themselves to the utmost, and it is due to their energy and ingenuity in overcoming difficulties that the work has progressed so far as it has. It is expected that the line will be open for traffic next October, although more has been spent on the line than was estimated; there is every reason to believe that, unless some unforeseen accident occurs to interrupt its working, it will prove highly remunerative. It is estimated that a freight charge of two annas per maund for carriage of the salt from the mines to Chak Nizám will be profitable to the trader, and will provide a surplus revenue to Government which will in four years repay the capital expended.

Both Lieutenant deWolski and Mr. Walker were laid up frequently with fever, in spite of which they exerted themselves to the utmost.

It is expected the line will be open for traffic next October,

and will prove highly remunerative.

LINE.

Hedge.

11. The only important change made in the Customs barrier was in the Multán Division. The Satlaj line formerly ran parallel with that river on its right bank to a point near its junction with the Chenab, which it crossed and then proceeded to Jatoi on the Indus. The Indus line stopped near Kot Sultan, about 90 miles north. Thus, there was a gap guarded only by the district establishments, through which not only Kohat salt, but salt from Sindh and the Dera Jat, could be brought. The Satlaj line has now been diverted from Mailsi to the north-west, passing by Duniapur and Basti Malak, then taking a detour to the south of the sugar-trading towns of Shujabad and Khángarh, it proceeds to Kinjar on the Indus. From Kinjar the new line runs north, parallel to the river, by Koreshi, Sanawa, Kot Adu and Dera Din Panah, and meets the Indus line (Shahpur Division), which has been extended southwards to the boundary of the Dera Ishmael Khan and Muzaffargarh Districts. By this means the gap has been closed. The triangular tract bounded by the new line between Mailsi and Kinjar, the Indus and the Satlaj rivers, has been thrown above or outside the line, and it is possible that a small amount of salt revenue may be sacrificed in this tract, although it is believed that all but the poorest classes will continue to consume Lahor salt, to which they have been accustomed. On the other hand, the salt revenue within the line has been rendered much more secure, and the sugar revenue will be largely increased, as the whole Multán line up to the point where it meets the Indus line near Kot Sultan has been declared a line for the collection of sugar export duties. The length of the Customs barrier has, by this measure, been increased by 47 miles. The sanctioned cost of making the new line, with the necessary buildings, was Rs. 11,270, and the increased establishment involves a permanent increased expenditure of Rs. 371 per mensem, or Rs. 4,452 per annum. This expenditure will be abundantly repaid by the increased security of the salt revenue and the larger receipts from the export duties on sugar. Owing principally to this diversion of the Multán line, the total length of the Customs hedge or barrier—that is, the whole line exclusive of the Indus portion and the divisions south of Hoshangabad—has increased from 1,197 miles to 1,248 miles.

Closing of the gap between the Satlaj and Indus lines,

effected by diversion of the Satlaj line from Mailsi to the north-west,

and extension of the Indus line southwards,

thereby rendering the salt revenue more secure, and largely increasing the sugar revenue.

Length of the hedge increased by the above measure,

12. The details of these 1,248 miles are shown in the following statement :— Details furnished.

	Number of miles perfect.					Good, but not quite sufficient.						
	Green hedge.	Combined green and dry hedge.	Dry hedge.	Stone wall.	Total.	Green hedge.	Green and dry hedge.	Dry.	Total.	Wanting.	Insufficient.	Total number of miles.
Multán (late Kuhror) ...	...	19·	153·5	...	172·5	...	...	59·	59·	21·	9·5	262·
Hissar ...	...	23·	92·5	...	115·5	16·5	...	...	16·5	...	59·	191·
Dehli ...	15·	47·	32·5	...	94·5	·2	...	...	2·	...	...	96·5
Total ...	15·	89·	278·5	...	382·5	18·5	...	59·	77·5	21·	68·5	549·5
Agra ...	95·	11·5	11·5	...	118·	20·	19·	1·5	40·5	...	...	158·5
Jhansi ...	56·38	30·93	21·69	·75	109·75	13·	32·25	7·	52 25	...	12·25	177·25
Total ...	151·38	42·43	33·19	·75	227·75	33·	51·75	8·5	93·75	...	12·25	333·38
Sagar ...	43·26	...	...	6·39	49·47	37 49	·49	·02	38·	...	59·35	147·
Hoshangabad ...	32·25	...	...	...	32·25	98·	...	·10	108·	...	76·25	216·5
Total ...	75·51	...	...	6 39	81·72	135·49	·49	10·02	146·	...	135·6	363·
Grand Total ...	241·89	131·43	311·69	7·14	691·97	186·99	52·74	77·52	316·25	21·	216·35	1,248·75
Total at the close of 1871-72,	168·5	144·	210·5	4 75	527·75	215·	70·	141·	426·	...	242·75	1,196·5

MULTAN.

In the Multán Division at the close of 1871-72 there were only 50 miles of perfect protection out of 215 ; now there are 172½ miles out of 262. The deficiencies are chiefly in the new Duniapur beat, and these are being rapidly filled up. The hedge is almost entirely made of dry thorn bushes, which have to be renewed yearly, but every effort is being made to grow a green hedge—a most difficult task, owing to the want of water and the unfavourable character of the soil.

Hedge almost entirely made of dry thorn bushes.

HISSAR.

In the Hissar Division there is no improvement shown, nor, I am afraid, is much possible. The upper 75 miles run through a sandy country, in which even the materials for a dry hedge are wanting. Here a ditch and mound have been made, but they are difficult to keep in repair, as the ditch soon gets filled with sand. The remaining 116 miles are well protected by a dry hedge combined in the three lower beats with a green hedge.

No improvement shown, nor is much possible.

DEHLI.

The Dehli Division is perfectly protected, with the exception of two miles in the Garhi Harsiru beat.

Perfectly protected, with the exception of two miles.

AGRA.

In the Agra Division 118 miles out of 158½ are perfectly protected, chiefly by a green hedge ; in the remaining 40½ miles the hedge is good, and every effort is being made to perfect it. The following extract from the Collector's report will show some of the difficulties which have to be overcome :—

118 miles out of 158½ perfectly protected.

Difficulties to be overcome stated by the Collector.

"White-ants will attack large and vigorous looking trees, causing them to dry up and decay ; the hot winds often blast a number of them, making an unsightly gap where none existed a short time before ; parasitical creepers, if not watched, will envelope and blight a length of the hedge, leaving us no remedy but complete eradication of the trees attacked ere we can destroy the pest;

locusts will, as in 1872-73, settle on the hedge, and, if they do no worse, check its growth ; and finally, we have the natural decay of the trees to encounter, keeping us continually planting and transplanting without cessation or intermission. In 1872-73 we had one more scourge in the shape of an Assistant Revenue Surveyor in the Báh Pináhat Tahsil of the Agra Division, who, before I could communicate with his superior, had cut gaps in the Báh and Fathiabad beats in four places at his will and pleasure, destroying wantonly what it has cost us, of all grades, years of labour to rear and bring to perfection." Notwithstanding all this, the hedge in the greater part of the Agra Division flourishes to such a height and thickness as to be, if not a "thing of beauty," a standing monument of the industry of our officers and men and an impervious barrier to smugglers.

JHANSI.
Good progress made.

In the Jhansi Division good progress has been made, 14 miles having been added to the perfect barrier. Here complaints are made of the destruction caused by fires, and some difficulty is experienced in keeping down the grass near the hedge.

SAGAR.
Ten miles of perfect green hedge added.

In the Sagar Division 10 miles of perfect green hedge have been added since last year, and great pains are being taken to improve it. In this division there are more than six miles of stone wall. There is no dry hedge.

HOSHANGABAD.
Great improvement has been made.

Lastly, in the Hoshangabad Division great improvement has been made. Here, too, the hedge is all green ; 32 miles are quite efficient against 4 last year, and 98 miles are rapidly approaching efficiency. This hedge has all been made since 1867-68. The most efficient portion is in the eastern beats, where it is most wanted.

Kohat salt.
Indus Line.

Object of its maintenance.

13. It has been above stated that the cost of the Indus Valley Line was Rs. 59,525 in 1872-73 against Rs. 57,785 in 1871-72. The object of this line is to prevent Kohat salt crossing the Indus. Its cost may, therefore, fairly be compared with the revenue derived from the Kohat salt.

Statistics of the Kohat mines.

The following table gives the statistics of the Kohat mines for the past four years :—

1869-70.			1870-71.			1871-72.			1872-73.		
Number of maunds sold.	Amount realized.	Percentage paid quarterly to malliks, and contingencies.	Number of maunds sold.	Amount realized.	Percentage paid quarterly to malliks, and contingencies.	Number of maunds sold.	Amount realized.	Percentage paid quarterly to malliks, and contingencies.	Number of maunds sold.	Amount realized.	Percentage paid quarterly to malliks, and contingencies.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
4,96,216	1,07,022	27,015	4,07,099	85,565	29,337	3,75,928	78,027	27,557	4,13,984	88,745	27,014

The net revenue in 1872-73 was Rs. 61,731 against Rs. 50,470 in the previous year.

Indus Line expenses more than met by Kohat revenue.

The Indus Line expenses were thus more than met by the Kohat revenue.

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1872-73.

The following statement gives further details of the operations of the Trans-Indus Department during the past two years :—

Details of the operations of the Trans-Indus Department.

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
	Receipts.			Disbursements.			Smuggling.					
Year.	Salt collections.	Fines, savings of salary, &c.	Total receipts.	Percentage to malliks and lambardars.	Establishment and contingencies.	Total disbursements.	Quantity of smuggled salt seized.	Number of smugglers apprehended and made over for trial.	Number convicted and punished.	Number not convicted and punished.	Percentage of disbursements to Government receipts.	Remarks.
	Rs. a. p.	R. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Mds. s. c.					
1872-73,	88,744 14 6	1 8 0	88,746 6 6	9,586 10 11	17,427 1 6	27,013 12 5	10 2 8	19	9	10	30·04	
1871-72,	78,026 13 9	0 8 6	78,027 6 3	10,153 9 2	17,403 6 8	27,556 15 10	52 17 0	21	16	5	35·31	

The report of the local authorities as to the feasibility of raising the price of Kohat salt is, I believe, under the consideration of the Panjab Government.

14. The revenue of the Multán Division, which consists entirely of sugar export duties, has shown rapid progress in 1872-73.

Multan.
Receipts consist entirely of sugar export duties.

The figures for the past five years are shown in the following statement :—

Statistics for past four years furnished.

Year.	Gross receipts.	Total charges.	Net receipts.
	Rs.	Rs.	Rs.
1872-73	1,43,793	1,00,756	43,037
1871-72	96,106	85,791	10,315
1870-71	15,460	83,134	—67,674
1869-70	12,368	87,852	—75,484

The details of the receipts were as follows :—

Detail of receipts.

Year.	Sugar.		Miscellaneous.	Total Rupees.
	Quantity.	Rupees.	Rupees.	
1872-73	2,54,333	1,43,771	22	1,43,793
1871-72	1,62,049	95,966	140	96,106
1870-71	27,316	15,165	295	15,460
1869-70	22,785	12,076	292	12,368

Proportions in which refined and unrefined sugar paid duty.

Refined and unrefined sugar paid duty in the following proportions :—

Year.	Refined.		Unrefined.		Total.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
1872-73	77,413	77,418	176,920	66,353	254,333	1,43,771
1871-72	56,303	56,308	105,746	39,658	162,049	95,966
1870-71	7,874	7,874	19,442	7,291	27,316	15,165
1869-70	5,650	5,650	17,135	6,426	22,785	12,076

Improvement in the revenue accounted for.

The sudden rise in 1871-72 was, as explained in my report for that year, due to the extension of the sugar duties to the end of the line instead of stopping on the left bank of the Chenab. The further progress of the revenue is partly due to the diversion of the line above explained, and the extension of the duties to the northern boundary of the Muzaffargarh District. This measure, however, came into force only on the 15th January, 1873, and the increased revenue is greatly due to the plentiful crop of sugar-cane. The above figures do not show for the earlier years the actual exports of sugar across the Multán Division, but only those on which duty was credited to the Multán Collectorate. A portion of the sugar which crossed here took out *rawannas* in the Hissar Division. Recently the sugar trade passing down the Satlaj has been transferred to the control of the Hissar Division, so that there is now no difference between the actual and nominal exports, except such as is due to *rawannas* issued in one year and used in another.

Actual exports.

The following are the figures showing the actual exports :—

Year.	Refined.		Unrefined.		Total.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Mds.	Rs.	Mds	Rs.	Mds.	Rs.
1872-73	78,465	78,470	176,694	66,268	255,159	1,44,738
1871-72	59,049	59,055	123,890	46,461	182,939	1,05,516
1870-71	8,292	8,292	24,245	9,092	32,537	17,384
1869-70	7,391	7,391	26,477	9,929	33,868	17,320

Charges.
Increase due to expenses incurred in making the new line.

The increase in charges is almost entirely due to the expenses incurred in making the new line and the increased establishment consequent thereon. The greater part of these extra charges will not recur. In spite of this exceptional cause of increase in the charges, the increase is much more than covered by the increased revenue, so that the net income has more than quadrupled since 1871-72. It was not until 1871-72 that this portion of the line paid its own expenses. I shall be disappointed if in the current year the net revenue does not amount to at least one lakh of rupees.

HISSAR.
This division gets credit for duty on part of the Sambhar, Dídwána, and black salts actually imported across the Dehli Division,

15. The Hissar Division is one of those which gets credit for duty on a large amount of salt which is actually imported in another division. The *rawannas* for a large part of the Sambhar, Dídwána, and black salts which are imported across the Dehli Division are taken out in the Hissar Division. While Dehli loses the nominal credit for these imports, it gains in a similar way credit on a considerable quantity of Salambha salt which is imported across the Agra Division. The general result is that while Hissar always gets credit for about ten lakhs of rupees more salt duty than it is really entitled to, Dehli is credited with seven lakhs of rupees and Agra with three lakhs of rupees less than they are entitled to.

while the latter gains in a similar way on Salambha imported across the Agra Division.

Nominal and actual imports of salt into each of the divisions furnished.

The following statement shows the nominal and actual imports of salt into each of the three divisions for 1872-73, as compared with the average of the four years ending with that year :—

	1872-73.		*Average of four years ending* 1872-73.	
	Nominal.	Actual.	Nominal.	Actual.
	Mds.	Mds.	Mds.	Mds.
Hissar	5,86,055	2,54,915	5,98,769	270,496
Dehli	7,00,620	9,69,382	8,11,161	10,44,081
Agra	15,04,751	15,62,552	14,26,762	15,25,049
Total ...	27,91,426	27,86,849	28,36,692	28,39,626

These discrepancies between the nominal and actual imports must be borne in mind in considering the revenue of each division.

Gross receipts and charges of the Hissar Division.

The gross receipts and charges and the net revenue of the Hissar Division for the last four years are shown in the following statement :—

Year.	Gross receipts.	Total charges.	Net receipts.
	Rs.	Rs.	Rs.
1872-73	20,00,429	1,78,536	18,21,893
1871-72	21,52,109	1,79,122	19,72,987
1870-71	20,35,954	1,88,664	18,47,290
1869-70	19,98,715	2,06,188	17,92,527

Details of receipts.

The receipts as divided into salt duty, sugar duty and miscellaneous were as follows :—

Year.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1872-73	17,58,166	2,41,737	526	20,00,429
1871-72	18,67,543	2,84,357	209	21,52,109
1870-71	17,79,649	2,53,102	3,203	20,35,954
1869-70	17,79,875	2,14,921	3,919	19,98,715

Nominal imports of each description of salt.

The nominal imports of each description of salt—that is, the quantities for which *rawannas* were taken out in the Hissar Collectorate, are here shown :—

Year.	Sambhar.	Didwána.	Black.	Phallowdi.	Sultanpuri.	Khari.	Salambha.	Pachbaddra.	Saltpetre Salt.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73 ...	2,49,067	3,27,398	5,365	1,594	1,377	1,163	...	4	87	5,86,055
1871-72 ...	3,07,084	3,06,314	5,941	755	1,671	749	...	...	...	6,22,514
1870-71 ...	2,07,458	3,72,346	9,534	377	1,956	1,460	...	3	82	5,93,216
1869-70 ...	2,22,357	3,57,408	6,690	902	3,643	2,043	248	...	...	5,93,291

Actual imports of each description of salt.

The actual quantities which crossed the Hissar Division of the line were as follows :—

Year.	Sambhar.	Didwána.	Black.	Phallowdi.	Sultanpuri.	Khári.	Pachbaddra.	Saltpetre salt.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73	26,939	2,23,787	1,261	1,570	...	1,210	4	82	2,54,853
1871-72	54,027	2,25,594	449	782	88	733	...	...	2,81,673
1870-71	29,334	2,55,531	1,412	402	...	1,467	857	82	3,89,592
1869-70	38,961	2,13,847	140	833	...	2,056	...	...	2,55,807

Causes assigned by the Collector for depression of the salt trade.

The Collector remarks :—"The causes that tended to depress the salt trade of this division during the year that has just closed appear to be, 1*st*, the heavy rainfall of the past season, which, by rendering the traffic roads impracticable, almost entirely suspended trade for three months of the year; and 2*nd*, the scarcity of carriage which resulted, as well from an extensive murrain amongst the camels that carried off numbers of those aminals, as from the abundant harvest that gladdened the agricultural population after so many years of drought and made them indifferent to all else but tending their teeming fields, garnering the rich yield, and preparing the land for the winter's sowings. An abundance of otherwise available carriage was thus locked up from the trade, which had to struggle as it best could against the obstacles that beset its interests, and the wonder is, perhaps, not that it did not do better, but that it did so well under the circumstances."

The falling off was chiefly in the imports of Sambhar salt.

The falling off was chiefly in the imports of Sambhar salt, which the Collector attributes, 1*st*, to the exceptionally large importations in 1871-72, owing to the depressed state of the rival trades from Didwána and Noh; and 2*nd*, to the diversion of the trade to Riwari, in consequence of the contemplated opening of the railway between that town and Dehli.

Nominal exports.

The sugar duties in the Hissar Division also fell off, as will be seen from the following table of nominal exports :—

Year.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1872-73	1,53,431	2,35,477	3,88,908
1871-72	1,73,392	2,95,899	4,69,291
1870-71	1,55,278	2,60,695	4,15,973
1869-70	1,41,387	1,96,083	3,37,470

But the falling off of the actual exports was not so large, as will be seen from the following statement:— *Actual exports.*

Year.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1872-73	87,443	3,25,326	4,12,769
1871-72	1,08,041	3,26,430	4,34,471
1870-71	89,034	3,35,751	4,24,785
1869-70	59,880	2,86,802	3,46,682

The decrease is attributed to the paucity of marriages, which decreased the demand and lowered the price of sugar above line. The exports of 1871-72 were abnormally large from the opposite cause of numerous marriages. Decrease attributed to paucity of marriages.

The decrease in charges in the Hissar Division was entirely in contingencies, and calls for no remark.

16. The gross receipts, charges and net receipts of the Dehli Division are shown in the following statement :— DEHLI. Gross receipts and charges.

Year.	Gross receipts.	Total charges.	Net receipts.
	Rs.	Rs.	Rs.
1872-73	26,49,091	1,57,697	24,91,394
1871-72	26,82,890	1,56,529	25,26,361
1870-71	33,48,002	1,61,806	31,86,196
1869-70	32,69,227	1,78,954	30,90,273

The following is the detail of the gross receipts:— Detail of receipts.

Year.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1872-73	21,01,859	5,06,629	40,603	26,49,091
1871-72	20,89,538	5,48,634	44,718	26,82,890
1870-71	27,51,812	5,40,185	56,005	33,48,002
1869-70	27,90,746	4,75,153	3,328	32,69,227

The quantities of each description of salt on which duty was paid are shown below :— *Nominal imports of each description of salt.*

Year.	Black.	Balambha.	Sambhar.	Didwana.	Sultanpuri.	Salambha.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73 ...	337	31	58,392	3,321	5,66,632	71,764	143	7,00,620
1871-72 ...	233	7	34,061	4,417	5,49,515	1,07,872	407	6,96,512
1870-71 ...	352	18	68,965	3,642	6,84,682	1,59,144	460	9,17,263
1869-70 ...	32	18	67,706	2,143	6,26,554	2,33,794	2	9,30,249

Actual imports of each description of salt.

But the actual imports across the Dehli Division of the line were as follows:—

Years.	Black.	Balambha.	Sambhar.	Didwána.	Sultan-puri.	Salambha.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73 ...	4,719	29	2,80,384	1 07,672	5,54,689	21,753	136	9,69,382
1871-72 ...	5,805	7	2,89,435	84.485	5,58,801	15,460	406	9,54,389
1870-71 ...	8,827	17	2,46,740	1,20,661	6,88,100	50,759	311	11,15,415
1869-70 ...	6,903	10	2,75,792	1,21,549	6,21,033	1,11,902	...	11,37,189

Imports in 1872-73, though larger than in 1871-72, were certainly below the average.

Though larger than in 1871-72, the imports of salt in 1872-73 were certainly below the average. This is due partly to the heavy rainfall, but chiefly to the delay that has occurred in opening the railway from Dehli to Riwari. Traders have been long holding back their importations in the hope of the railway being available. It was not until the 14th February, 1873, that two trains were run weekly, each train consisting of twenty trucks, bringing salt from the Sultanpur works. This limited the imports from those works to 25,000 maunds per mensem—an amount quite insufficient for requirements of the trade, while it effectually prevented any salt being brought by road to that part of the line.

Statistics of the Sultanpur and Noh Salt Works.

Sales have been depressed, and stocks in hand comparatively large.

The following tables give the statistics of the Sultanpur and Noh Salt Works. It will be seen that in both sales have been depressed, and the stocks in hand are comparatively large.

The railway from Dehli will give, no doubt, a temporary impetus to the Sultanpur manufacture, until, by its extension, better salts are brought into competition with those of Sultanpur.

Sultanpur.

Year.	Stock at commencement of year.	Manufactured during the year.	Sold during the year.	Stock in hand at close of year.
	Mds.	Mds..	Mds.	Mds.
1872-73	57,732	6,67,407	5,49,621	1,75,518
1871-72	1,48,457	4,56,411	5,47,136	57,732
1870-71	1,11,169	7,16,697	6,79,409	1,48,457
1869-70	59,699	6,65,509	6,14,039	1,11,169

Noh.

Year.	Stock at commencement of year.	Manufactured during the year.	Sold during the year.	Stock in hand at close of year.
	Mds.	Mds.	Mds.	Mds.
1872-73	3,46,160	1,95,441	1,29,122	4,12,479
1871-72	3,07,485	2,03,182	1,64,507	3,46,160
1870-71	2,93,188	2,23,540	2,09,243	3,07,485
1869-70	4,10,378	2,30,934	3,48,124	2,93,188

Nominal exports.

The export duties on sugar credited to the Dehli Division were as follows:—

Year.	Refined.	Unrefined.	Total.
	Mds.	Mds	Mds.
1872-73	2,89,805	5,78,197	8,68,002
1871-72	3,61,412	4,99,253	8,60,665
1870-71	3,29,531	5,61,718	8,91,249
1869-70	2,46,196	6,10 558	8,56,746

Actual exports.

The actual exports across the Dehli Division are shown below :—

Year.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1872-73	3,54,526	4,73,781	8,28,307
1871-72	4,31,095	4,34,047	8,65,142
1870-71	4,02,138	4,51,663	8,53,801
1869-70	3,21,205	4,75,048	7,96,253

The falling off not very low on the average.

In this division the actual exports were less than the nominal, which is the reverse of the case in Hissar, so that in sugar, as well as salt, Hissar gains credit at the expense of Dehli. Though a falling off is shown, the exports of sugar were not very low on the average. The diminution was entirely in refined sugar. The miscellaneous receipts of the Dehli Division consist almost entirely of the proceeds of the Hákimi cess, or State share in salt manufactured in the Sultanpur works. This cess is not taken in all the *sars*, or salt works. It is levied on the sales, and of course diminishes with the amount sold.

Miscellaneous receipts consist almost entirely of the proceeds of the Hákimi cess.

AGRA.

Gross receipts and charges.

17. The figures for the Agra Division are as follows :—

Year.	Gross receipts.	Total charges.	Net receipts.
	Rs.	Rs.	Rs.
1872-73	48,92,642	2,19,280	46,73,362
1871-72	44,88,433	2,97,316	41,91,117
1870-71	44,83,363	3,13,098	41,70,265
1869-70	49,89,999	3,34,209	46,55,790

Detail of receipts.

Detail of gross receipts :—

Years.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1872-73 ...	45,14,254	3,78,226	162	48,92,642
1871-72 ...	40,14,604	4,73,336	493	44,88,433
1870-71 ...	40,37,029	4,40,231	6,103	44,83,363
1869-70 ...	45,55,258	4,24,885	9,856	49,89,999

Nominal imports.

The favourable results of the year are due entirely to the salt duties which were realized on the following quantities of each description of salt:—

Year.	Sambhar.	Balambha.	Salambha.	Salt in Rasi.	Saltpetre salt.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73 ...	2,46,649	12,03,680	54,264	...	158	15,04,751
1871-72 ...	2,24,150	10,54,590	59,348	6	107	13,38,201
1870-71 ...	2,10,222	10,49,955	85,451	...	48	13,45,676
1869-70 ...	2,70,902	11,38,161	1,09,354	...	2	15,18,419

Actual imports.

The actual imports in the Agra Division are shown below:—

Year.	Sambhar.	Balambha.	Salambha.	Sultanpuri.	Saltpetre salt.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73 ...	2,47,331	12,04,350	1,10,324	389	158	15,62,552
1871-72 ...	2,24,660	10,47,240	1,49,945	...	114	14,21,959
1870-71 ...	2,46,096	10,59,897	1,64 372	...	48	14,70,413
1869-70 ...	2,38,933	11,36,467	2,67,851	2,020	...	16,45,271

It will be seen that the difference between nominal and actual exports is in the item of Salambha salt. Although the greater portion of this salt enters across the Agra Division, the rawannas are mostly taken out in the Dehli Division, so that in this case the Panjab gets credit for duty on salt imported into the North-Western Provinces.

The imports in 1872-73 of Balambha salt the largest on record,

being nearly 1½ lakhs of maunds in excess of the imports in 1871-72.

The imports in 1872-73 of Balambha salt from the Bhartpur State are the largest on record. The increase was entirely in the cheapest kind of Balambha salt—namely, Pania, which is made chiefly in the Dig and Kumbher Circles. The increase in the quantity of this salt imported as compared with the previous years was nearly 1½ lakh of maunds. The decreased importations of Sultanpuri and other salts to the north and of Balambha salt itself in the previous two years caused a deficiency, of which the Bhartpur traders eagerly availed themselves, being favoured by abundant manufacture, low prices, and plentiful and cheap carriage. Notwithstanding the large imports in the Agra Division, the figures which I have given above in paragraph 15 show that, taking the three Divisions of Hissar, Dehli and Agra together, the imports of the year were under the average. Something may be due to the extension of the consumption of the Panjab rock salt, but I believe a more effective cause of the decrease of imports from Rajputána, Noh and Sultanpur exists in the advance by rail of cheap salts from Bombay and Guzarát, which now almost exclusively occupy the markets of the Central Provinces.

Sugar.
Nominal exports.

The amount of sugar on which duty was paid in the Agra Division is shown in the following statement:—

Year.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1872-73	2,43,605	3,58,975	6,02,580
1871-72	3,44,566	3,43,368	6,87,934
1870-71	3,17,334	3,27,709	6,45,043
1869-70	2,75,489	3,98,365	6,73,854

Actual exports.

The actual exports across the Agra Division were as follows :—

Year.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1872-73	2,38,535	3,74,716	6,13,251
1871-72	3,36,579	3,54,408	6,90,987
1870-71	3,05,719	3,62,546	6,68,265
1869-70	2,65,722	4,19,327	6 85,049

Diminution in exports of refined sugar explained.

A considerable diminution is thus shown in the exports of refined sugar. The Collector, after careful inquiry, attributes this solely to the year having been declared by the Brahmans an inauspicious year for marriages, owing to certain conjunctions of the planets.

This view is confirmed by personal inquiries made by myself in various parts of the country. Sugar has been plentiful and prices low, and no other cause but that specified above can be found for the diminished demand above line.

JHANSI.
Gross receipts and charges.

18. The following statement shows the gross receipts, charges and net receipts of the Jhansi Division :—

Year.	Gross receipts.	Total charges.	Net receipts.
	Rs.	Rs.	Rs.
1872-73	3,25,939	1,82,006	1,43,933
1871-72	3,15,323	1,80,818	1,34,505
1870-71	2,43,585	1,80,832	62,753
1869-70	1,46,366	2,02,189	55,823

Detail of receipts.

Detail of gross receipts :—

Year.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1872-73	2,77,596	47,956	387	3,25,939
1871-72	2,52,793	62,385	145	3,15,323
1870-71	1,83,346	58,666	1,573	2,43,585
1869-70	88,632	55,586	2,148	1,46,366

In the Jhansi Division we find, as in Agra, an increase in the salt duty and a decrease in the sugar duty.

Nominal imports.

The quantities of each kind of salt on which duty was paid in the Jhansi Division were as follows :—

Year.	Sambhar.	Chhutia.	Kansia.	Salt in Rasi.	Salt in saltpetre.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73	83,427	7	9,086	2	10	92,532
1871-72	79,813	45	4,396	6	4	84,264
1870-71	61,035	77	1	...	1	61,114
1869-70	29,445	89	1	1	8	29,544

Actual imports.

while the actual imports were rather larger, as seen below:—

Year.	Sambhar.	Kansia.	Chhutia.	Salt in saltpetre.	Salt in Rasi.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73	85,462	11,485	14	...	14	96,975
1871-72	82,552	6,230	45	4	6	88,837
1870-71	62,791	260	76	1	...	63,128
1869-70	33,896	116	169	8	3	34,192

The import trade, confined to Sambhar and Kansia,

is in the hand of Banjáras, with whose prices rail and river borne trade cannot now compete.

Only Sambhar and Kansia salt from Pachbhadra are imported into the Jhansi Division. The trade is in the hand of the Banjáras, with whose prices the rail and river borne trade cannot now compete. This has only been effected by the Banjáras lowering their prices from Rs. 3-14-0 per maund in 1868-69 to Rs. 2-4-0 per maund, the present price above line. This great diminution of price has been entirely brought about by the pressure of competition from the railway which threatened at one time to ruin the Banjára trade. It has caused also the increase in imports which has taken place, although the trade has not recovered its former proportions. It now only supplies the local demand.

Sugar.

Nominal exports.

The quantities of sugar on which export duty was paid in the Jhansi Division were as shown below :—

Year.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1872-73	22,746	67,219	89,965
1871-72	33,399	77,284	1,10,683
1870-71	41,272	46,380	87,652
1869-70	30,414	67,121	97,535

Actual exports.

The actual exports were as follows:—

Year.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1872-73	30,137	72,029	1,02,166
1871-72	45,124	80,388	1,25,512
1870-71	51,121	52,606	1,03,727
1869-70	37,087	68,635	1,05,722

Decrease due to unfavourable crops.

In the Jhansi Division sugar is exported only to meet the local requirements in the immediate neighbourhood of the line. The decrease is said to be due to unfavourable crops.

SAGAR.

Gross receipts and charges.

19. The figures for the Sagar Division are as follows:—

Year.	Gross receipts.	Total charges.	Net receipts.
	Rs.	Rs.	Rs.
1872-73	3,81,978	1,25,873	2,56,105
1871-72	4,09,760	1,28,772	2,80,988
1870-71	3,65,478	1,34,422	2,31,056
1869-70	2,99,351	1,44,325	1,55,026

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1872-73.

Detail of gross receipts :— Detail of receipts.

Year.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1872-73	3,62,998	18,336	644	3,81,978
1871-72	3,82,894	26,556	310	4,09,760
1870-71	3,28,770	30,159	6,549	3,65,478
1869-70	2,59,647	31,574	8,130	2,99,351

In this division both salt and sugar revenue has fallen off.

The quantities of salt on which duty was paid in the Sagar Division were as follows :— *Nominal imports.*

Year.	Kansia.	Sambhar.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.
1872-73	1,06,679	14,320	...	1,20,999
1871-72	1,18,961	8,667	3	1,27,631
1870-71	68,004	41,585	...	1,09,589
1869-70	43,077	43,471	...	86,548

The actual imports were rather less, namely :— *Actual imports.*

Year.	Kansia.	Sambhar.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.
1872-73	1 05,649	10,377	...	1,16,026
1871-72	1,14,842	7,934	2	1,22,778
1870-71	83,604	25,799	151	1,09,554
1869-70	47,936	36,742	...	84,678

As in the Jhansi Division, the Sagar import trade across the line is carried on by Banjáras, and has to maintain a constant struggle against the competition of railway-borne salt. Barágara salt, at Rs. 5 per maund, has proved itself a formidable rival of the Rajputána salts which are brought across the line. Kansia salt is actually dearer, but, being an established favourite with the people, manages to some extent to keep a place in the markets. Banjara trade struggling against competition of rail-borne salt.

The sugar trade of the division is also steadily decreasing, owing to the railway having absorbed all but the purely local traffic. This, too, is very small so far as exportations across the lina are concerned, for sugar is grown above line and actually sometimes is imported below line. It is not likely, therefore, that much would be exported.— Sugar trade decreasing.

The following tables give the nominal and actual exports in the Sagar Division for the past four years.— *Nominal exports.*

Year.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1872-73	15,026	8,825	23,851
1871-72	21,351	13,877	35,228
1870-71	24,464	15,183	39,647
1869-70	27,4[illegible]3	10,905	38,388

Actual exports.

Year.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1872-73	7,819	6,712	14,531
1871-72	11,564	9,632	21,196
1870-71	17,891	10,506	28,397
1869-70	20,871	7,816	28,687

Here, too, the Collector reports that there has been an interdict against marriages amongst the Hindús for thirteen months.

HOSHANGABAD. Gross receipts and charges.

20. The figures for the Hoshangabad Division are as follows :—

Year.	Gross receipts.	Total charges.	Net receipts.
	Rs.	Rs.	Rs.
1872-73	84,907	93,122	8,215
1871-72	1,20,255	94,039	26,216
1870-71	1,10,785	94,391	16,394
1869-70	92,971	1,13,830	20,859

Detail of receipts.

Gross receipts detailed :—

Year.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1872-73	4,171	80,711	25	84,907
1871-72	18,957	1,01,214	84	1,20,255
1870-71	36,788	71,893	2,104	1,10,785
1869-70	71,227	16,885	4,859	92,971

Revenue reduced to a small amount owing to duty on imports by railway being credited to Nagpur.

The revenue credited to the Hoshangabad Division is reduced to a very small amount, owing to the duty on imports of salt by railway being credited to the Nagpur Division. The nominal imports are, therefore, very small and are decreasing yearly, being almost entirely confined to the imports of Kansia salt, the trade in which is being killed by the competition of Bombay and Guzarát salts.

Nominal imports.

The nominal imports—that is, those on which duty was credited in the Hoshangabad Division, are shown below :—

Year.	Sambhar.	Kansia.	Kokan.	Barágara.	Sambhar and Kansia mixed.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73	...	1,223	63	352	...	7	1,645
1871-72	52	6,113	228	118	...	17	6,528
1870-71	253	11,695	145	458	...	55	12,606
1869-70	7,603	10,012	31	7,899	2,051	3	27,599

The actual imports are largely increasing, as will be seen from the following table :— *Actual imports.*

Year.	Kansia.	Sambhar.	Baragara.	Kokan.	Surat.	Sambhar and Kansia mixed.	Dwarka.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73	1,162	...	1,40,439	59,500	...	...	3,634	116	2,04,851
1871-72	5,473	52	73,137	76,703	912	...	8,544	27	1,64,853
1870-71	11,431	281	26,584	83,522	...	16	...	2	1,21,836
1869-70	7,795	7,400	7,843	46,269	...	1,864	...	2	71,173

The increase is entirely due to Baragára salt, which has not only taken the place of the Rajputána salt, but has outstripped Kokan in the race for popular favour. I found this salt selling at Satna, half way between Jabalpur and Allahabad, and it may have advanced still further. I take the opportunity to record here, that having lately marched through a considerable portion of Holkar's territory south of the Narbada and west of Nimar, which tract is locally called the Bijagarh District, the chief town being Khargon, I ascertained that only salt from the seacoast near Surat was there consumed. It is chiefly brought by Banjáras, and the average price near the Nimar frontier is about Rs. 4-12-0 per maund. This salt is very like Kokan in appearance, but is distinguishable from it on careful examination, being more transparent and with more perfectly formed crystals. This salt does not appear to come below the Customs Line, except in very small quantities.

Increase due to Baragára salt having supplanted Rajputána salt and outstripped Kokan.

Consumption in Holkar's territory of salt from the seacoast near Surat noted.

In the Hoshangabad Division, refined sugar only is taxed on export.

The following table shows the quantities on which duty has been paid :— *Nominal exports.*

Year.	Refined sugar.
	Mds.
1872-73	89,711
1871-72	1,01,213
1870-71	71,893
1869-70	16,885

The actual exports were as follows :— *Actual exports.*

Year.	Refined sugar.
	Mds.
1872-73	80,382
1871-72	1,02,445
1870-71	71,129
1869-70	11,108

The above represents the quantities of refined sugar (Mirzapur) crossing the Hoshangabad section of the line, except that exported into the Bombay Presidency, which is free. In 1869-70, 5,338 maunds of sugar which came from Bombay across the Customs Line, and then were re-exported to Native States, were subjected to duty. This was discontinued under the orders of the Government of India.

Development of exports due to Great Indian Peninsula Railway having diverted trade from other routes.

The export trade in sugar through the Hoshangabad Division has only assumed its present proportions within the last few years, and its increase is entirely due to the Great Indian Peninsula Railway, which has drawn off the trade that used to pass through Bundelkhand into the Native States of Central India.

Sugar intended for Native States rounds our line by Manmar.

Owing to the immunity of exports to the Bombay Presidency from duty, an opening is left for sugar intended for Native States rounding our line by being booked by rail to Manmar, and thence by road into the Native States in question. I have recently pointed out that nearly half the duty of one rupee per maund lost to this Department is recovered in the shape of railway freight from Khandwa to Manmar. In the present state of the law I do not see my way to taxing these exports. The Collector reports that 18,799 maunds evaded export duty by taking this circuitous route, and that the trade by this route is on the increase. If necessary, this question will be made the subject of a special report. When the railway from Khandwa to Indore is open, it is not improbable that it will no longer pay traders to take the circuitous route *viâ* Manmar, at any rate for sugar intended to go north of the Narbada.

NAGPUR. Berar Section.

21. The following are the figures for both sections of the Nagpur Division :—

Berar Section.

Year.	Gross receipts.	Charges.	Net receipts.
	Rs.	Rs.	Rs.
1872-73	2,80,331	81,639	1,98,692
1871-72	2,95,723	81,499	2,14,224
1870-71	2,69,461	79,496	1,89,965
1869-70	3,18,172	1,28,067	1,90,105

Nominal imports.

In the Berar Section, the receipts, with the exception of a few paltry miscellaneous items, consist solely of duty on salt. The quantities on which duty was credited for the past four years were as follows :—

Year.	*Maunds.*
1872-73	... 2,35,997
1871-72	... 2,48,945
1870-71	... 2,25,830
1879-70	... 2,32,773

Actual imports.

The actual quantities imported are shown in the following table :—

Year.	Kokan.	Dwarka.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.
1872-73	2,39,598	1,929	192	2,41,719
1871-72	2,42,568	7,817	9	2,50,395
1870-71	2,34,886	...	...	2,34,886
1869-70	2,31,436	...	5	2,31,440

Fluctuations explained.

The imports were on the average good in 1872-73, though rather less than in the previous year; the falling off is ascribed to famine in the early part of the year and the unfavourable state of market for cotton (which is the return trade,) towards the close of the year. The staple import is Kokan salt. An experiment has been tried of importing Dwarka salt, but appears not to have answered.

CHARGES
Divided equally between the Berar and Wardha Sections.

The charges of the Nagpur Division are divided equally between the Berar and Wardha Sections. There are no sugar duties levied in the Berar Section.

WARDHA SECTION.
Gross receipts and charges.

Wardha Section.

Year.	Gross receipts.	Total charges.	Net receipts.
	Rs.	Rs.	Rs.
1872-73	7,68,704	81,639	6,87,065
1871-72	7,12,283	81,499	6,30,784
1870-71	7,21,537	79,496	6,42,041
1869-70	7,02,254	1,51,958	5,50,296

Detail of receipts.

Gross receipts detailed :—

Year.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1872-73	7,68,612	1	91	7,68,704
1871-72	7,12,157	58	68	7,12,283
1870-71	7,20,769	472	296	7,21,537
1869-70	6,83,675	17,155	1,424	7,02,254

Sugar duties abolished in this and the Raipur Divisions.

Since the abolition of the line between the Central Provinces and Berar, the sugar duties dwindled to a nominal amount, and were finally abolished in this and the Raipur Division under the orders of the Government of India, dated the 30th September, 1872, in the Financial Department.

Nominal imports.

The quantities of salt on which duty was credited to the Wardha Section were as follows :—

Year.	Kokan.	Baragara.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.	Mds.
1872-73	4,87,342	1,58,955	926	6,47,223
1871-72	4,98,050	76,769	24,887	5,99,706
1870-71	5,84,926	...	21,807	6,03,733
1869-70	5,27,362	...	638	5,28,000

Actual imports.

The actual imports are shown below :—

Year.	Kokan.	Guzarat.	Surat.	Muscat.	Dwarka.	Banwar.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73	4,11,140	750	...	34	4,103	...	4,16,027
1871-72	4,22,408	...	174	...	14,202	...	4,36,784
1870-71	4,38,529	...	...	...	...	15	4,38,544
1869-70	5,22,565	...	...	...	...	638	5,23,203

Difference between nominal and actual imports explained.

It has been above explained that the Nagpur Division gets credit for all the salt imported by rail across the Hoshangabad Division of the line—that is, *viâ* Burhanpur. This accounts for the great difference between the nominal and actual imports. About one-third of the duty credited to Nagpur is due to Hoshangabad.

The decrease in actual imports since 1869-70 is stated by the Collector to be due to the opening of the railway through from Bombay to Jabalpur. Previously Kokan salt used to be imported, *viâ* Nagpur, into Seoni and Chindwara. Now these districts are supplied *viâ* Burhanpur with Baragára salt.

RAIPUR.
Gross receipts and charges.

22. The receipts and charges for the Raipur Division are as follows :—

Year.	Gross receipts.	Total charges.	Net receipts.
	Rs.	Rs.	Rs.
1872-73	1,06,816	95,281	11,535
1871-72	1,22,019	93,107	28,912
1870-71	1,13,601	93,515	20,086
1869-70	1,58,852	78,701	80,151

Detail of receipts.

Gross receipts detailed :—

Year.	Salt.	Sugar.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.
1872-73	1,05,313	147	1,356	1,06,816
1871-72	1,20,110	297	1,612	1,22,019
1870-71	1,07,265	377	5,959	1,13,601
1869-70	1,46,761	249	11,842	1,58,852

Nominal imports.

The quantities of salt on which duty was credited in the Raipur Division were as follows :—

Year.	Banwar.	Miscellaneous.	Total.
	Mds.	Mds.	Mds.
1872-73	76,121	12,427	88,548
1871-72	88,784	14,212	1,02,996
1870-71	64,390	29,004	93,394
1869-70	67,795	13,245	1,01,040

Actual imports.

The actual imports are shown below :—

Year.	Nowapuda manufacture.	Itchapuri.	Ganjam.	Kokan.	Cuttack Karkach.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73	72,173	7,817	4,648	12	12,550	97,200
1871-72	88,553	10,680	3,083	...	...	1,02,316
1870-71	63,976	22,366	6,673	...	...	93,015
1869-70	87,414	4,770	8,474	...	...	1,00,658

Falling off in imports of Madras salt accounted for.

The falling off in the imports of Madras salt is attributed by the Collector to the following causes :—

1*st.*—The mortality in May among the Banjára bullocks when coming to the line, and the deaths by cholera of many of the Banjáras, including two of their influential Naiks.

2*nd.*—The early setting in of the rains (6th June), and their unusual severity from July to September.

3*rd.*—The orders issued by the Commissioner of Cuttack prohibiting the import of Madras salt through the Cuttack Division and tributary mehals without the payment of the full Bengal duty. These orders were subsequently modified as regards the trade through the tributary mehals.

4*th.*—A rumour that the line was about to be abolished.

Some Cuttack salt which had paid the Bengal duty passed the Inland Customs line free of further duty.

Owing to these causes there was a scarcity of salt below line, and it became worth while to import Cuttack salt which had paid the Bengal duty, and was permitted to pass the Inland Customs line free of further duty. Passes were granted by the Cuttack authorities for 13,230 maunds, of which 12,550 crossed the line during the year.

This Cuttack salt was permitted to enter free of duty under orders which had been issued by my predecessor, though they were afterwards cancelled by him. I have inquired through the Commissioner how the Collector of Cuttack came to act on orders which he had been informed were cancelled, but have received no reply to my question. If we were certain that the salt, covered by the Cuttack pass, was *bonâ fide* Cuttack salt on which duty was paid, there would be no harm in admitting it free of duty into the Central Provinces, but it appears to me that there is danger of the passes being transferred to Madras salt which has only paid Madras duty. There is no special reason to suppose that this was done in the case of the importations of 1872-73.

Sugar export duties were abolished during the year.

The sugar export duties having been abolished in the Raipur Division in the middle of the official year, I have only to report that 147 maunds of sugar paid duty previous to the abolition.

INTERNAL BRANCH. Gross realizations.

23. The gross realizations of the Internal Branch for the past four years have been as follows :—

Year.	North-Western Provinces.				Oudh.				Total Internal Branch.			
	Duty on salt.	License fees.	Miscellaneous.	Total.	Duty on salt.	License fees.	Miscellaneous.	Total.	Duty on salt.	License fees.	Miscellaneous.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs	Rs.	Rs.	Rs.	Rs.
1872-73	87,594	56,186	186	1,43,966	14,695	3,990	293	18,978	1,02,289	60,176	479	1,62,944
1871-72	53,780	45,220	156	99,156	8,889	3,338	60	12,387	61,669	48,608	216	1,11,493
1870-71	50,864	50,001	86	1,00,951	8,961	3,420	740	13,121	59,825	53,421	826	1,14,072
1869-70	44,810	39,476	178	84,464	8,846	3,171	89	12,106	53,656	42,647	267	96,570

Details of licenses and fees.

The number of licenses granted and the fees realized in the past two years are shown in the following tables :—

	Crude saltpetre.		Saji.		Rasi.		Khari.		Saltpetre refine-ries.		Total.	
	No.	Fees.	No.	Fees.	No.	Fees	No.	Fees.	No.	Fees.	No.	Fees.
1872-73.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
N.-W. Provinces...	12,696	25,392	869	1,738	63	126	776	19,400	190	9,500	14,594	56,156
Oudh ...	761	1,522	142	284	...	...	41	82	42	2,100	986	3,988
Total ...	13,457	26,914	1,011	2,022	63	126	817	19,482	232	11,600	15,580	60,144
1871-72.												
N.-W. Provinces...	7,637	15,274	1,447	2,894	92	184	717	17,925	178	8,900	10,071	45,177
Oudh ...	683	1,366	104	208	...	...	32	64	35	1,750	854	3,388
Total ...	8,320	16,640	1,551	3,102	92	184	749	17,989	213	10,650	10,925	48,565

DUPLICATES.

	Crude Saltpetre.		Saji.		Khari.		Saltpetre refineries.		Total.	
	No.	Fees.	No.	Fees.	No.	Fees.	No.	Fees.	No.	Fees.
1872-73.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
N.-W. Provinces ...	35	17 8 0	...	...	2	12 8 0	...	...	37	30 0 0
Oudh ...	4	2 0 0	...	...	...	....	...	...	4	2 0 0
Total ...	39	19 8 0	...	...	2	12 8 0	...	...	41	32 0 0
1871-72.										
N.-W. Provinces ...	33	16 8 0	15	7 8 0	1	6 4 0	1	12 8 0	50	42 12 0
Oudh ...	1	0 8 0	...	...	...	...	...	...	1	0 8 0
Total ...	34	17 0 0	15	7 8 0	1	6 4 0	1	12 8 0	51	43 4 0

The revenue both from duty on salt and from license fees has increased.

It will be seen that there has been a considerable increase of revenue in the Internal Branch both from duty on salt and from license fees.

In the North-Western Provinces the licenses for crude saltpetre works in 1872-73 were 5,059, or more than 66 per cent. in excess of the number granted for the previous year; while those for saltpetre refineries were increased by 12 in number, or nearly 7¾ per cent. In Oudh, the increase of crude saltpetre works was 78 in number, or 11·42 per cent., and of refineries 7 in number, or 20 per cent.

Crude saltpetre works increased 61¾ per cent., and refineries 9 per cent.

On the whole, the increase of crude works was nearly 61¾ per cent., and of refineries nearly 9 per cent. This large increase is attributed chiefly to the favourable state of the saltpetre market. In Appendix B. will be found some interesting remarks by

Mr. Ray, Assistant Commissioner, in charge of the Internal Branch of the North-Western Provinces, on the saltpetre manufacture and trade.

Saltpetre manufacture and trade remarked on in Appendix B.

There has been a considerable decrease in Saji (carbonate of soda) works licensed in the North-Western Provinces, amounting to no less than 578 in number, or nearly 40 per cent. On this subject Mr. Ray writes:—"Every alternate year we find a demand for Saji arises and licenses are applied for, and as the season for manufacture does not arrive till April and afterwards, applications pour in and results appear in every alternate annual report." I confess that I do not understand why the demand for this article arises every alternate year instead of every year. It appears that a considerable amount of carbonate of soda is manufactured in a crude way without any factory being set up—namely, by simply watering a tract where the carbonate efflorescence is profuse, and when by capillary attraction a crust has been formed, scraping it off.

Decrease in Saji works in the North-Western Provinces.

Process of manufacture resorted to requiring no license.

This process, which requires no license, is said to be extensive in the Districts of Etah, Etawah, Mainpuri and in some parts of Benares and Ghazipur. It suffices for local wants in making country soap, smoking tobacco, and glass, being also used by village dyers. The Saji made at factories under license at Moghal Sarái in the Benares District and at Sikandarpur Rasrah, &c., in the Ghazipur District, is intended for the Calcutta market, where, in consequence of its superior quality, it realises a good price.

Increase in Saji works in Oudh.

In Oudh, the Saji licenses have increased by 40 in number, or more than 38 per cent. Mr. Hay gives a curious explanation of this in the fact that "since the three years' inundations of the greater part of Oudh, soils have considerably interchanged acids. * * * * * Our refusals of license for Khari lands less-washed of salt impregnations have driven the Nuniahs to the legitimate means of a livelihood by acceptance of license for 'Reh' (that is, crude Saji) manufacture."

Mr. Ray reports that Rasí was not in demand in 1872-73.

Regarding Rasí, Mr. Ray reports that it was not in demand in 1872-73, and that as saltpetre paid better, manufacturers preferred to make the latter article. Crude Rasí was made sufficient for local wants by the rough process above described for Saji—namely, first saturating and then scraping the soil.

Slight increase in number of Khari licenses.

There was a slight increase in the number of Khari (sulphate of soda) licenses in 1872-73. This is the most troublesome substance with which the Internal Branch has to deal. All the raw material used for Khari making contains more or less salt (chloride of sodium), and even pure salt earth is not seldom found in connection with the Khari earth. There is the greatest facility offered to the Khari makers not only to make salt simultaneously with Khari, but also to make salt alone under the pretext of making Khari. With our limited establishments it is extremely difficult to prevent the fraudulent manufacture of salt in Khari works, which are widespread and in the hands of numerous separate owners. The system followed is to license works clustered together, so that they can be more easily supervised, and to refuse licenses in tracts where there is a large proportion of salt in the soil. The salt is not allowed to be separated from the Khari, yet its presence is deleterious, as rendering the Khari less effective for

System followed in licensing Khari works.

its legitimate purpose—namely, tanning, and it is always liable to be separated after the Khari has left the works. All we can do is to see that there is not too large a proportion of salt in the manufactured Khari. Mr. Ray writes:—"As an experimental measure, a slight increase in the number of licenses issued has been allowed in some places, and if the behaviour of the manufacturers this season is such as to guarantee it, and to encourage the hope of good faith on their part, we may next year venture upon allowing a more extended manufacture to be carried on in safe localities and in clusters, from which we may be reasonably less apprehensive of danger." In Appendix B. will be found the result of Mr. Ray's examinations of the saliferous tracts of the North-Western Provinces.

The result of Mr. Ray's examinations of the saliferous tracts of the North-Western Provinces is given in Appendix B.

Mr. Hay granted more licenses in tracts which had a considerable portion of salt washed out of them by heavy rains.

From Mr. Hay's report it would appear that, owing to heavy rains, many tracts have had a considerable portion of salt washed out of them, and that in these tracts more Khari licenses have been granted. I feel satisfied that both in the North-Western Provinces and Oudh the Assistant Commissioners are anxious to grant as many licenses as they can consistently with a proper supervision of the works and without endangering the Government revenue.

Quantity of salt that paid duty during the past four years compared.

24. The quantity of salt that paid duty in the Internal Branch for the past four years is shown below :—

Year.	N.-W. Provinces.	Oudh.	Total.
	Mds.	Mds.	Mds.
1872-73	27,761	4,898	32,659
1871-72	16,897	2,963	19,860
1870-71	16,220	2,987	19,207
1869-70	14,321	2,948	17,269

The large increase of duty-paying salt at refineries a very satisfactory feature of the year's administration.

The very large increase of duty-paying salt, the produce of saltpetre refineries, is a very satisfactory feature of the year's administration. It is of course partly due to the increased number of refineries, but while, as above shown, the percentage of increase in the number of refineries was in the North-Western Provinces $7\frac{3}{4}$, in Oudh 20, and in both together 9, the amount of salt paying duty has increased in the North-Western Provinces $64\frac{1}{3}$ per cent., in Oudh $65\frac{1}{3}$ per cent., and on the whole nearly $64\frac{1}{2}$ per cent. Mr. Ray says:—"The refiners of Farakhabad have found out a method of educing this salt by solar evaporation, which gives them an article closely resembling 'Dídwána;' this is collected, weighed and sold separately, and realises Rs. 5-8-0 and Rs. 5-4-0 per maund. I have not seen this salt anywhere but in the larger refineries of Farakhabad Khas, but I entertain no doubt the practice will soon extend to other circles, and be adopted in Aligarh and Cawnpur ere long. In every quarter visited by me the salt educed in refinement of saltpetre has improved in quality as well as quantity, very much to the advantage of the manufacturers themselves as well as to the consumers." In another place Mr. Ray writes:—"It is allowed by refiners that in a refinery of average rate capacity, and where this full quantity of 15 per cent. of salt is educed, the amount realised on its sale after payment of Government duty, Rs. 3 per maund, pays the entire expenses of the refinery; the amount realised by the sale of saltpetre is clear gain." Mr. Hay reports—"Refiners have at last opened their eyes to the advantage of making a purer saltpetre than they used to do, and this has also tended to our advantage. Salt, which is the

New method of eduction of salt reported on by Mr. Ray.

Mr. Hay reports that refiners now see the advantage of making a purer saltpetre, and consequently separate all the salt.

THE THREE GREAT BRANCHES OF THE DEPARTMENT.

principal impurity found in saltpetre, has been thrown off from the boilers, whereas formerly, when bulk of article counted for gain by refiners, the salt was left in admixture in certain calculated proportions, and it was always a struggle with us to induce them to separate it."

Mr. Batten thinks every encouragement should be given to refiners to produce salt of a good quality.

I think every encouragement should be given to refiners to produce salt of a good quality at the saltpetre refineries, and it will be a matter of congratulation to Government, to the refiners, and to the consumers, if the refineries are able to produce considerable quantities of good, duty-paying salt, which must be cheaper than salt brought from a great distance; while at the same time the saltpetre, being more pure, will fetch higher prices.

CHARGES.

The charges of the Internal Branch are shown below. They do not call for any special remark :—

Year.	N.-W. Provinces.			Oudh.			Total.		
	Fixed.	Contingent.	Total.	Fixed.	Contingent.	Total.	Fixed.	Contingent.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1872-73 ...	1,54,705	13,581	1,68,286	60,424	6,525	66,949	2,15,129	20,106	2,35,235
1871-72 ...	1,53,623	13,507	1,67,130	59,053	5,424	64,477	2,12,676	18,931	2,31,607
1870-71 ...	1,53,643	14,784	1,68,427	56,800	6,598	63,398	2,10,443	21,382	2,31,825
1869-70 ...	1,57,628	13,306	1,70,934	57,990	8,730	66,720	2,15,619	22,036	2,37,655

On the whole, the results of the year's administration have been very satisfactory.

On the whole, the results of the year's administration of the Internal Branch both in the North-Western Provinces and Oudh have been very satisfactory, and the figures above commented on show that the Government revenue is being carefully looked after.

SAMBHAR LAKE.

SAMBHAR.

Financial results of the year unprecedentedly good.

Details for four years furnished and commented on.

25. The results of the year in the Sambhar Division have been unprecedentedly good. The Sambhar Sub-division was taken over by the British Government on the 1st February, 1870, and the Nawa Godah Sub-division on the 1st October, 1871. The following table shows the results for each year :—

Quantity of salt sold.			Receipts.	Expenditure.	Net receipts.
		Mds.	Rs.	Rs.	Rs.
February and March,	1869-70 ...	2,37,093	1,48,185	78,146	+70,039
Year	1870-71 ...	10,09,200	6,30,518	6,58,466	—27,948
,,	1871-72 ...	11,28,982	6,59,135	8,00,417	—1,41,282
,,	1872-73 ...	13,13,489	8,82,473	7,95,710	+86,763
	Total ...	36,88,664	23,20,312	23,32,741	—12,429

Thus, the year 1872-73 shows a surplus of Rs. 86,763, reducing the deficit to the small sum of Rs. 12,429, on the whole.

But against this deficit we have to place the stock in hand after deducting that received from the Darbars. This amounts to no less than 5,71,440 maunds. The average price realized per maund (including selection fees) was, in 1872-73, as much as 10¾ annas. It will be, therefore, quite safe to estimate the stock in hand at 8 annas per maund. This would give stock of the

value of Rs. 2,85,720, to set against the abovementioned deficit of Rs. 12,429. I trust this result will be considered satisfactory.

Looking to the year 1872-73 alone, in addition to the surplus receipts in cash amounting to Rs. 86,763, we have an increase in the stock at the end of the year, as compared with the amount in hand on the 1st April, 1872, of 2,69,104 maunds, worth at least Rs. 1,34,552, so that the financial result of the operations of the year may be set down as a surplus of Rs. 2,21,215.

I must here explain that the figures above given as expenditure show the charges and liabilities on account of each year, and not the actual payments made within each year. In Statement No. III. will be found the actual disbursements of the year. Thus, Rs. 9,38,277 are entered as the charges for 1872-73 instead of Rs. 7,95,710 given above; the difference is due to payments made to the Darbars within the year 1871-72 and 1872-73. The annual amount due to the Darbars is Rs. 7,00,000, but the actual payments in 1872-73 amounted to Rs. 8,42,567.

During the year 1872-73, 15,85,037 maunds were manufactured, of which all but 77,196 maunds were stored. This unstored amount will probably be sold at the lake edge, whereby the expense of storing will be saved. In calculating the amount stored, a deduction of 12½ per cent. has been allowed for wastage. The whole cost, connected with manufacture and storage, was Rs. 29,779, giving an average cost of 3·61 pies per maund. Adding the cost of establishment and contingencies, Rs. 95,931, the cost of the salt is raised to almost one anna per maund. The treaty payments of Rs. 7,00,000 bring up the actual cost per maund to a small fraction over 8 annas. It will be seen that seven-eighths of the cost of the salt is due to treaty payments, which are fixed in amount. The more salt we can make the cheaper will it be.

Quantity of salt manufactrured, with details of chasges for the past two year.

26. The following figures show the amount of salt manufactured, with details of the charges for the past two years:—

Quantity manufactured.		Cost of manufacture.	Establishment and contingencies.	Treaty payments.	Total charges.
	Mds.	Rs.	Rs.	Rs.	Rs.
1872-73	15,87,037	29,779	65,931	7,00,000	7,95,710
1871-72	14,26,218	29,704	70,714	7,00,000	8,00,418

Charges for manufacture in 1872-73 unusually low.

The charges for manufacture in 1872-73 were unusually low, partly owing to greater economy in constructing the works, but chiefly owing to the unusually large amount of salt collected early in the season—that is, beforethe end of March, 1873. It will, therefore, be safe to estimate the average charge for manufacture at four pies per maund. However much salt is manufactured, the treaty payment of seven lakhs of rupees remains the same, and the charges for establishment will not be essentially increased: these may be taken at Rs. 70,000 per annum. The total fixed charges are, therefore, Rs. 7,70,000. With this datum, and taking four pies per maund as the cost of manufacture, the following table shows the number of maunds which it is necessary to manu-

The average charge for manufacture. being taken four pies per maund, it is shown what quantity would have to be manufactured to diminish cost from eight annas downwards.

facture so that the cost may be diminished from eight annas downwards :—

Mds.	*Cost.*
16,06,957	8 annas per maund.
17,19,070	7½ „
18,48,000	7 „
19,97,838	6½ „
21,74,118	6 „
23,84,516	5½ „
26,40,000	5 „
29,56,800	4½ „
33,60,000	4 „
38,90,526	3½ „
46,20,000	3 „
56,86,154	2½ „
73,92,000	2 „
1,05,60,000	1½ „
1,84,80,000	1 „

It thus appears that if we could double the amount of salt now manufactured, we could reduce the price from eight annas to four annas per maund. There is little doubt that at this price, with the railway connecting the lake with Delhi and Agra, we could dispose of the whole amount. Further, it is worthy of consideration that if we could concentrate the manufacture on the south side of the lake, we might give up the Nawa and Godha Sub-Division, as we are entitled by treaty to do on giving a year's notice, and we might so much reduce the cost of the salt that, being masters of the railway, we could defy competition from Nawa and Godha. The treaty payments would be reduced to Rs. 4,00,000 and the establishment charges to about Rs. 40,000 per annum. Still, taking four pies per maund as the cost of manufacture, the following figures show the number of maunds which under these conditions must be manufactured to reduce the price :—

Were the quantity now manufactured doubled, we could reduce the price from eight to four annas per maund.

Advantages to be derived from concentrating manufacture on the south side of the lake.

The quantity which would thus have to be produced to reduce price.

Mds.	*Cost.*
15,08,571	5 annas per maund.
16,89,600	4½ „
19,20,000	4 „
22,23,158	3½ „
26,40,000	3 „
32,49,231	2½ „
42,24,000	2 „
60,34,286	1½ „
1,05,60,000	1 „

With railway carriage and the salt costing two annas per maund, we could, I think, easily sell between 40 and 50 lakhs of maunds annually. Supposing even that salt could be made at Nawa and Godha by the Jodhpur Darbar as cheaply as this, still we could protect ourselves against competition by charging higher rates for the conveyance of their salt by rail than we should charge for the conveyance of our own salt. This measure would be perfectly legitimate.

Labour supply the main difficulty with which we have to contend.

The question of labour is the main difficulty with which we have to contend. It is no use disguising the fact that at present free labour cannot be obtained in anything like sufficient quantities. The people in foreign states are accustomed to wait for orders from their rulers before they will leave their homes in search of employment. It is not merely a question of remuneration. The wages paid at the lake are high and quite satisfy the labourers. We are at present dependent on the good will of the Darbars for our supply of labour, and I am happy to say that they have shown themselves on the whole willing to assist us. When the railway to Agra is open, I hope that we may be able to import free labour in large quantities, and then I look for a considerable reduction

in the cost price of the salt. Something also may be done in economising labour by mechanical contrivances, and I hope that the late visit of Mr. Furnivall, the Superintending Engineer of the Rajputána State Railway, may be productive of some good in this direction.

Reduction in cost of establishment effected.

The original establishments sanctioned for the Sambhar Division involved a charge of Rs. 84,161 per annum. The actual charge in 1872-73 was only Rs. 64,196. This saving of nearly Rs. 20,000 is due partly to reductions of establishment which have from time to time been effected, and partly to the fact that some of the officers were not entitled to draw the maximum salaries in the sanctioned schedule, and to some savings in minor appointments not filled up. On the opening of the railway some further slight reduction in the sanctioned establishments now employed for clearing unconvoyed despatches of salt out of Customs jurisdiction may be possible.

Some further slight reduction possible on opening of the railway.

In Appendix C. extracts are given from Mr. Adam's report.

In Appendix C. will be found some interesting extracts from Mr. Adam's report.

MANDI SALT MINES.

Sales and exports.

27. In Mandi, 1,38,833 maunds of salt were sold, of which 1,05,633, or 76 per cent., were registered for export into British territory, and 33,199 were registered for sale in Mandi and for export to other Native States. The following table will contrast these figures with those for 1871-72:—

Compared with 1871-72.

Year.	For export to British territory.	For sale in Native States.	Total.
	Mds.	Mds.	Mds.
1872-73	1,05,633	33,199	1,38,833
1871-72	88,725	41,428	1,30,153

The year considered by Mr. Lyon to have been a good average year for the Mandi salt trade.

Thus there was an increase in the total sales amounting to 8,680 maunds, and an increase in the amount exported to British territory of 16,908 maunds, while the amount registered for sale in Native States decreased by 8,229 maunds. Mr. Lyon considers that the year was a good average year for the Mandi salt trade. He thinks that the increase in the amount registered for export to British territory and the decrease in the amount registered for sale in the Native States is partly due to more accurate registration. Some traders were punished for making false declarations as to the destination of their salt. Experience has also taught our establishment to recognise the nationality of the different men who come to take salt from the mines to their own homes.

Appendix D. shows the amount of salt registered for consumption in British and Native States.

In Appendix D. will be found a statement of the amount of salt registered for consumption in the different British and Native States. Of that registered for export to British States, about 73 per cent. is for Kangra, 16 per cent. for Kulu, 10 per cent. for Simla, and the rest, a very small quantity, for Hoshiarpur, Jalandhar, and Gurdaspur. It is quite possible that, as surmised by Mr. Brandreth in his recent

report, some of the salt declared for Simla is sold on the way in Native States, but this does not prove that false declarations are made. The trader intends to take the salt to Simla if he cannot dispose of it on the road.

Precaution taken by Mr. Lyon to prevent false declarations on the part of traders as to their destination.

Mr. Brandeth having expressed an opinion that many traders declared for British territory to get their salt registered early, Mr. Lyon changed the practice and has since registered all salt intended for Native States first; nevertheless, the amount declared for export to British territory continues to increase.

Selling price.

The selling price of the salt is Re. 1-4-0 per maund, having been raised from 10 annas under our agreement with the Raja. This extra 10 annas on all the salt which is registered for export to British territory is paid over by the Raja to the British Government.

Realizations by the Raja for the past two years and their division between his treasury and the British Government.

The total amounts realised by the Raja for the past two years and their division between his treasury and the British Government are shown below :—

Years.	Total amount paid to Raja for salt at Re. 1-4-0 per maund.	Due to British Government.	Due to Raja.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
1872-73	1,73,541 0 0	66,020 14 0	1,07,520 2 0
1871-72	1,62,688 12 0	55,453 4 0	1,07,235 0 8

The Raja's revenue has, therefore, increased. Under the old régime it averaged about one lakh of rupees per annum.

Cost of our establishment.

Net revenue.

The expenditure on our establishment in 1872-73 was Rs. 8,260 against Rs. 8,080 in the previous year. Our net revenue was, therefore, Rs. 57,761 in 1872-73 against Rs. 47,373 in 1871-72.

Statistics of carriage used at the mines.

The following statement gives the carriage used for removing the salt from the mines during the past two years :—

Year.	Camels.	Mules.	Bullocks.	Ponies.	Asses.	Goats.	Head-loads.
1872-73	10	3,923	26,741	3,195	1,215	8,952	85,208
1871-72	2	2,883	19,638	1,883	853	6,708	56,432

Head-load purchasers are required to give a day's labour at the mines before they are given their salt. This, no doubt, is tantamount to an increase in the price of the salt equivalent to the value of the labour, but it is not greatly objected to. If it were stopped, the purchasers would be delayed waiting for salt, as there are not sufficient excavators to meet the demand.

Estimate of the Raja's annual expenditure on the mines.

Mr. Lyon calculates that the Raja expends about Rs. 12,000 per annum on the mines, but some of this possibly is not honestly accounted for by his officials, some of whom have recently been charged with fraud.

THE TWO GREAT SOURCES OF REVENUE.

Salt.

Quantity paying duty and proportion contributed by each kind.

28. The following table, of which the divisional details will be found in Statement No. IV., shows the actual amount of salt paying duty to the Inland Customs Department in 1872-73, exclusive of the Mandi salt :—

Year.	Rock salt.	Balamba or Bhartpur.	Sambhar.	Sultanpuri.	Bombay or Kokan.	Salambha.	Didwána.	Madras or Banwar.	Pachbadra or Kanóia.	Saltpetre salt.	Baragara.	Other salts.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1872-73.	13,54,009	12,04,379	6,50,493	5,55,078	7,10,238	1,32,077	3,31,459	84,650	118,300	33,003	1,40,439	19,578	53,33,703
1871-72.	12,72,775	10,47,247	6,58,660	5,58,889	7,41,679	1,65,345	3,10,079	1,02,316	1,26,930	19,992	73,137	48,691	51,25,740
1870-71.	12,75,510	10,59,913	6,11,538	6,88,100	7,56,937	2,15,131	3,76,191	93,030	96,466	19,368	26,584	27,712	52,46,480
1869-70.	14,62,607	11,36,477	6,34,779	6,23.593	8,00,272	3,79,753	3,35,396	1,01,296	49,572	17,269	7,843	11,955	55,60,812

Divisional details of the quantities of salt and sugar crossing the line having been given previously;

Statement No. VI.

contrasts the realizations of each Collectorate with the trade which actually crossed in each division of the line.

In dealing with each division, I have given details of the actual quantities of salt and sugar crossing each division of the line as compared with the quantities the duty on which is credited to each division. Statement VI. shows at a glance the amount of duty levied on the quantities crossing each division of the line and the divisions to which the duty on the same was credited. The vertical columns show the amount of duty levied on the salt and sugar crossing the division named at the head of the column, the horizontal columns show the amount credited to the division entered on the left. For instance, taking the Dehli Division, we find that £290,873 salt duty and £53,241 sugar duty was levied on those articles crossing the Dehli Division of the line, but of these amounts of salt duty £99,761 was credited to Hissar and £3,738 to Agra, and sugar duty, £8,481 was credited to Hissar and £648 to Agra. On the other hand, Dehli obtained credit for £645 duty on salt which crossed in the Agra Division and £20,132 on salt which crossed in the Hissar Division, and for £5,273 duty on sugar exported across the Hissar Division and £680 on sugar exported across the Agra Division. The general result was that, while on salt and sugar exported and imported during the year across the Dehli Division the duty levied was £344,114, only £258,216 was credited to that division. This example shows how misleading it would be to test the financial value of each division simply by the amounts of duty credited to each. A still more striking example is found in the Hoshangabad Division, which gets credit for only £362 out of £24,505, the duty on salt crossing that division. The cause for this has been explained.

Remarks offered on the present system of apportioning departmental income and charges by provinces.

Looking at this question in a broader point of view, I think it will be seen that the present system of dividing the expenses and receipts of the Inland Customs Department between the different provinces, with sole reference to the locality in which the

expenditure is incurred or the revenue collected, is untenable. Theoretically, each province should be credited with the tax paid on the salt consumed within its own limits, and the expenditure of the whole Department, which collects and renders secure this revenue, should be divided amongst the different provinces concerned in the same proportions as the revenue. There are no means of ascertaining accurately the actual consumption in each province, but the apportionment of the revenue might be fairly made to correspond with the relative numbers of the population. If this method were adopted of apportioning the revenue, it would be necessary to include the duty paid in Madras and Bombay on salt exported from those Presidencies within the Customs Line.

Omitting Kohat and Mandi salt revenue and the population consuming these or other salts not paying full duty, the following table shows the population of each province, and the actual apportionment of the duty on the salt consumed by them as compared with the division of the said duty in proportion to the population consuming the salt:—

Province.	Population in millions.	Salt duty actually credited.	Salt duty proportioned to the population consuming the salt.
		£	£
Panjab	15	795,951	354,690
North-Western Provinces	30	487,944	709,381
Central Provinces	9	124,109	212,814
Oudh	11¼	1,470	266,018
Madras and Bombay	...	133,429	...
	...	1,542,903	1,542,903

Besides the above, a considerable amount of salt paying duty in Bengal is imported to the Upper Provinces which ought in theory to be credited with the duty. There are practical difficulties in this apportionment of the revenue, and I am strongly of opinion that the best plan would be to recognise the salt duties as Imperial revenue like the Post Office and Telegraph receipts, and that they and the expenditure on collection should be entered in the Budget of the Government of India only, and not in those of the Provinces. So far as the Inland Customs Department is concerned, a separate proposition to this effect will be submitted to the Government of India.

Mr. Batten will propose separately that for the future the salt duties be considered as Imperial revenue, and that they and the cost of collection be budgetted for and exhibited accordingly.

29. The course of trade has not materially altered since 1871-72, though, owing to the progress of the Railways, especially the State lines in Rajputána and Central India, great changes are impending.

The course of trade has not altered this year, but great changes are impending.

In Statement No. VIII., Part I., will be found full particulars of the salt trade through each post on the Customs Line.

Prices of salt in the Bengal Presidency.

30. The following statement shows that in the disiricts within the Customs Line the price of salt in 1872-73 was nowhere above 2*d.* per lb. The general average price deduced from these figures for 1872-73 is $1\frac{3}{10}d.$ per lb. against $1\frac{4}{10}d.$ per lb. in 1871-72 :—

Rate per pound.	Panjab, Central Provinces, North-Western Provinces, and Oudh.				Bengal.			
	1872-73.		1871-72.		1872-73.		1871-72.	
	Number of districts.	Population.	Number of districts.	Population.	Number of districts.	Population.	Number of districts.	Population.
Not exceeding $\frac{1}{2}d.$ ...	1	743,882	1	743,882	...	...	...	...
Exceeding $\frac{1}{2}d.$ and not exceeding $\frac{3}{4}d.$	1	938,890	1	938,890	...	...	...	...
Ditto $\frac{3}{4}d.$ ditto $1d.$	5	2,081,073	3	883,439	...	...	...	...
Ditto $1d.$ ditto $1\frac{1}{4}d.$	23	14,583,697	29	18,038,769	2	2,904,205	...	...
Ditto $1\frac{1}{4}d.$ ditto $1\frac{1}{2}d.$	29	18,699,068	30	21,581,307	29	37,657,609	30	42,558,338
Ditto $1\frac{1}{2}d.$ ditto $1\frac{3}{4}d.$	29	23,848,195	23	16,622,884	11	17,616,182	8	7,739,650
Ditto $1\frac{3}{4}d.$ ditto $2d.$	9	4,476,745	8	4,611,158	6	6,269,778	10	13,550,091
Ditto $2d.$ ditto $2\frac{1}{4}d.$	...	...	2	1,401,217	1	296,589	...	...
Ditto $2\frac{1}{4}d.$ ditto $2\frac{1}{2}d.$	...	...	...	...	...	...	1	296,589
Ditto $2\frac{1}{2}d.$ ditto $2\frac{3}{4}d$	...	...	..	...	1	94,712	1	94,712
Total ...	97	64,823,546	97	64,821,546	50	64,239,380	50	64,239,380
Average ...	....	1·3*d.*	...	1·4*d.*	...	2·0*d.*	...	2·2*d.*

Calcutta salt importations and deliveries.

I have already given the Calcutta salt importations and deliveries, from which it will have been seen that nearly four-fifths of the whole consists of Liverpool salt, which is now the staple salt consumed in Bengal.

Price of Liverpool salt has somewhat risen, but is still remarkably cheap.

The following table gives the Calcutta prices in bond of the different kinds of salt there delivered. The price of Liverpool salt has somewhat risen, owing probably to the smaller importations, but it is still remarkably cheap, being only under-sold by salt from the Bombay Presidency, of which a rather larger amount was imported than in the previous year.

Calcutta Prices.

Description of salt.				Price fluctuations (price of 100 maunds in bonds.)			
				1872-73.	1871-72.	1870-71.	1869-70.
				Rs.	Rs.	Rs.	Rs.
Liverpool ...	1st	half year	...	43-90	48-65	57-81	65-84
	2nd	ditto	...	52-96	38-55	50-75	52-79
Bombay and Karachi ...	1st	ditto		*B 43-59	B 37-50	30-50	43-60
				K 38-38	K 24-38	36-50	60-65
	2nd	ditto		B 41-60	B 49-60	34-48	35-50
				K 33-33	K 38-40	25-37	45-63
Madras ...	1st	ditto	...	53-69	45-53	44-52	45-63
	2nd	ditto	...	52-63	51-57	41-50	45-59
Jeddah ...	1st	ditto	...	67-95	58-86	68-95	78-97
	2nd	ditto	...	67-79	63-77	68-85	78-86
Muscat ...	1st	ditto		B 59-75	B 57-60	70-80	50-78
				K 45-45	K 38-51	41-62	55-80
	2nd	ditto		B 59-75	B 45-65	35-71	50-80
				K 43-43	K 38-52	38-52	52-72
Ceylon ...	1st	ditto	...	63-65	48-60	41-54	52-68
	2nd	ditto	...	63-64	54-65	40-48	52-59
French ...	1st	ditto	...	56-82	51-60	60-68	75-84
	2nd	ditto	...	54-68	51-57	51-68	65-78
Government Pangah ...	1st	ditto	...	60-60	60-70	70-70	70-70
	2nd	ditto	...	60-60	60-60	70-70	70-70
Cadiz ...	1st	ditto	...	50-63	...	54-55	54-55
	2nd	ditto	...	57-61	48-57	54-55	54-55

31. The sugar trade of the year, though depressed by the small demand for marriage festivities, was not small on the average. The following figures give the proportion of refined and unrefined sugar actually exported across the Inland Customs Line for the past four years:—

Sugar.
The trade has been depressed throughout the year.

Year.	Refined.	Unrefined.	Total.
	Mds.	Mds.	Mds.
1872-73	8,77,454	14,29,258	23,06,712
1871-72	10,94,074	13,27,683	24,21,757
1870-71	9,48,493	12,31,127	21,79,620
1869-70	7,60,907	13,00,159	20,61,066

Statement No. VIII., Part II., gives full details of the sugar traffic through each post of the line.

32. The following table shows the number of persons who, during the past four years, have been arrested for offences against the Customs laws, and the result of the arrests. Kohat is excluded:—

PENAL ACTION OF THE DEPARTMENT.

Persons.
Number arrested, committed for trial, &c.

Year.	Number arrested.	Released by the Department.	Sent up for trial.	Acquitted.	Convicted.	Percentage of convictions.
1872-73 ...	6,312	3,438	†2,865	171	2,582	3·78
1871-72 ...	6,198	3,642	2,555	193	2,362	92·44
1870-71 ...	5,203	2,860	2,343	146	2,197	93·68
1869-70 ...	7,157	4,656	2,501	165	2,336	93·40

* B. Bombay. K. Kurrachi.

† Excluding 112 persons pending trial at the close of the year.

PENAL ACTION OF THE DEPARTMENT.

The percentage of convictions on the number sent up for trial is better than in former years, and is a sufficient proof of the care taken by our officers not to send up persons for trial unless there is fair evidence of their guilt.

Of the numbers arrested, but released, by the Department, the following table shows the reasons for release :—

Year.	On payment of single duty.	On payment of double duty.	For possessing less than one seer of salt.	Infirm persons and children.	On proof of ignorance or inadvertence.	For want of proof.	Total.
1872-73 ...	22	1,468	1,584	21	2	341	3,448
1871-72 ...	884	1,319	1,151	27	3	258	3,642
1870-71 ...	155	1,200	1,009	53	...	443	2,860
1869-70 ...	7	1,643	2,024	40	...	942	4,656

Cases pending at the close of the year.

Of the persons arrested, 9 had not been disposed of by the Department by the end of the year, and of those sent up for trial, the cases of 112 were pending.

Further particulars of penal action will be found in Statement IX.

Further particulars giving details for each division will be found in Statement No. IX. There were only four divisions in which the percentage of convictions was under 90 in 1872-73 : these were Shahpur, 84·87; Multán, 76·92 (where, however, only 3 persons were acquitted out of 13 sent up for trial) ; Hissar, 89·16, and Jhansi, 89·41. The action of the Courts was generally adequate, and but few complaints are made of insufficient punishment having been awarded.

The following statement shows the number of persons who were imprisoned and the number who were fined by the Courts :—

Year.	Imprisoned.	Fined.	Total punished.
1872-73	816	1,766	2,582
1871-72	749	1,609	*2,358
1870-71	810	1,387	2,197
1869-70	1,066	1,270	2,336

The average term of imprisonment awarded was 37·65, and the average amount of fine, 9·51. Further particulars will be found in Statement No. X.

Award of minor penalties, *viz.*, confiscation of goods or levy of double duties.

33. Confiscation of goods, or, as a mitigated penalty, the levy of double duty, is a punishment awarded by the Revenue Commissioners on the recommendation of the Departmental Officers. The

* Exclusive of four persons sentenced to corporal punishment.

PENAL ACTION OF THE DEPARTMENT.

following table, of which the details are given in Statement No. XI., shows to what extent these punishments were awarded :—

Year.	CONFISCATED.						Total value of confiscations.	DOUBLE DUTY.						Total of extra duty so levied.
	SALT.			SUGAR.				SALT.			SUGAR.			
	Cases.	Quantity.	Value including duty.	Cases.	Quantity.	Value.		Cases.	Quantity.	Amount of extra duty so levied.	Cases.	Quantity.	Amount of extra duty so levied.	
1872-73,	1,869	3,499	16,916	29	64	446	17,362	779	1,788	5,998	688	2,010	2,642	8,640
1871-72,	2,301	3,681	18,852	47	88	675	19,527	983	1,257	5,376	898	2,342	2,239	7,615
1870-71,	1,667	2,895	16,433	64	480	4,763	21,196	748	2,782	12,619	796	2,865	2,231	14,850
1869-70,	2,444	4,181	25,816	96	152	1,656	27,472	983	1,996	7,836	817	2,295	1,818	9,654

Out of 3,368 cases of seizures which were reported to the Revenue Commissioners, the recommendations of the Departmental Officers were confirmed in 3,357 cases, modified in 8 cases, and reversed in 3 cases.

SMUGGLING has, on the whole, been well kept down.

34. Smuggling, on the whole, has been well kept down. It is worst in the two extremities of the line. Mr. Wright, Collector of the Shahpur Division, remarks :—"Our most northern post is stationed at Torbela, where the Sirrun Nadi falls into the Indus. The action of our establishment over the smuggling north of the Sirrun Nadi is strictly prohibited by the District Authorities on political grounds, and though our establishment may see or knew of smuggling north of this Nadi, they can do nothing towards capturing the smugglers. Some seizures are certainly made by the Police and Tehseel establishments, where we are not allowed to trespass, but it has no effect on the smuggling there, which is carried on openly and extensively; and the fact of our establishment having made some large seizures near Torbela itself show with what impunity smuggling is resorted to as a trade." These remarks appear worthy of the attention of the Government of the Panjab.

Extent of smuggling in the northern part of the Shahpur Division, seems to call for the attention of the Panjab Government.

In the Hissar Division, where there are facilities for smuggling, owing to the difficulty in making an effective barrier, and where the smuggling classes, Ranghars and Raths, abound, there has been in 1872-73 a decrease of smuggling, owing to the plentiful rainfall, which has given full occupation to the agricultural classes. In the Agra Division there has been increase of attempts at smuggling, ascribed by the Collector to the great cheapness of salt above line. In this division a new device was discovered—namely, that of hiding a quantity of salt within Customs jurisdiction, but above line, and then giving information to the Customs Officers as if of an accidental discovery. Under standing rules the salt is sold and half the proceeds given to the informer without deduction of the Government duty. As the salt is sold at a price above Rs. 3 the maund, the informer gets more than Re. 1-8-0 per maund, which far exceeds the cost of the salt above line. This device will be carefully guarded against in future.

Smuggling has decreased in Hissar, but has increased in Agra.

In the Jhansi Division there are facilities for smuggling, owing to the badness of the hedge in parts and to the proximity of Native States and thick forest in other parts of the line; there is, however, no smuggling there on a large scale.

Punishment of smugglers in the Jhansi and Sagar Divisions has been inadequate.

The difficulties of the Department have been increased by the inadequate punishments awarded to smugglers by a young and inexperienced Extra Assistant Commissioner, Mr. Tucker, a recently appointed officer. A similar complaint is made against certain Tahsildars in the Sagar Division, especially those of Sagar and Rehli, who, it is said, as a rule, restrict their fines to Rs. 3 or 5. It seems almost superfluous to point out that such a fine can have no deterrent influence, as one successful run would pay it. I may here mention that the bringing of the town of Lalatpur within line has had a good effect in largely increasing the quantity of salt warehoused and diminishing the illicit consumption of that article.

In Raipur matters have not improved since last year.

It is not until we come to the Raipur Division that we again find any important smuggling. Here the difficulty of defending the line is great. Hitherto there has been no petty legal import trade, and consequently the villages have been dependent on smuggling for their supplies of salt. Efforts have been made to remedy this by throwing open all the posts, and the Collector reports that a petty trade is springing up. In my last year's report I gave an account of the smuggling in this division, and I am afraid matters have not much improved since then, although something has been done for the better organization of the line.

The number of head-loads seized and smugglers carrying them arrested is shown in the following table:—

Year.	Number of head-loads.	Number of head-load salt smugglers seized.	Percentage.
1872-73	6,163	2,842	46·11
1871-72	6,553	3,078	46·97
1870-71	5,196	2,590	49·85
1869-70	5,681	3,036	53·44

Officers deserving especial mention.

35. The following officers deserve especial mention, though nearly all have worked well:—

Messrs. Hay, Ray and Adam, Assistant Commissioners; H. Wright, W. T. Blewitt, E. Hickie, E. W. Parsons, J. S. Macgowan, T. A. Martin, F. R. Blewitt, R. J. Whitten, E. C. Nunn, A. R. Shaw, Collectors; W. Synnott, Personal Assistant; Dr. H. Warth, Deputy Collector; H. Blewitt, J. G. Clarkson, L. Verrieres, G. A. Bradford, R. W. McMullen, B. C. Dutton, G. H. Hickie, W. H. Bowles, E. W. Cleveland, J. W. N. Barlow, T. G. Cosserat, C. P. Ashton, W. A. M. Palmer, Mir Masum Ali, Ahmed Ulla Khan, G. C. A. Aviet, W. Foster, W. N. Chill, E. J. Schneider, Kali Narain Roy, J. Graham, W. W. Green, W. B. Jones, J. Cooper, J. Durham, U. N. Kallonas, Patrols; W. T. Lyon, Inspector; T. Salter, F. Hardingham, A. F. Baness, J. R. Harris, C. M. Smith, W. A. Kingston, E. F. Grindlay, H. Kemp, D. Reid, W. C. Howard, J. W. Jones, A. F. Ashton, J. C. Spencer, Deputy Inspectors; H. E. Paxton, W. S. Morley, C. Foster, W. G. Langdale, H. S. Neil, W. Clark, Asad Ulla Khan, R. G. Rose, C. H. Angas, J. M. Mitchell, J. J. Beck, H. A. Tregear, A. G. Armstrong, C. H. Holford, W. Siddons, T. Matthews, A. Potter, R. F. Chalmers, J. Bolster, F. R. Cockell, C. A. Browne, L. Barrow, G. Buckley, and D. Sheil, Assistant Patrols; Mr. W. Poulter, Head Assistant.

CUSTOMS DEPARTMENT FOR THE OFFICIAL YEAR 1872-73.

As Mr. F. R. Blewitt, the Collector of Raipur, as usual omitted in his Annual Report to give any opinion on the officers in his division, I am not in a position to say whether any of them deserve especial mention.

MEN have generally behaved well.

The men, too, are well reported on. Out of the enormous force of nearly 14,000 men, only 54 have rendered themselves amenable to punishment in the Criminal Courts. The majority of the offences were trifling. The heaviest punishment awarded was to two peons in the Shahpur Division, who unnecessarily used their swords. One was awarded seven years' and the other two years' imprisonment. Another peon in that division was sentenced to one year's imprisonment for helping a trader at the mines to smuggle salt. In the Jhansi Division two men were convicted of unnatural crimes and sentenced to five years' imprisonment each. In the Multán Division a peon was sentenced to two years' imprisonment for causing grievous hurt.

Crime in the force.

In the Shahpur Division one peon attempted to murder another when the latter was asleep. The criminal, however, escaped and has not yet been caught.

The following statement gives the details of the different offences for which the men were punished :—

Division.	Conniving with smugglers and receiving bribes.	Committing unnatural offence.	Receiving stolen property.	Quarrelling with a shop-keeper.	Wrongful confinement.	Assault or use of criminal force.	Theft.	Causing disturbance at a fair.	Compulsory labour.	Illicit sale of salt.	Extortion.	Causing hurt.	Total.
Shahpur ...	...	...	...	...	...	5	...	...	...	...	...	...	5
Multán ...	...	...	...	...	...	3	...	...	...	...	...	1	4
Hissar ...	3	...	...	...	1	1	1	3	...	...	6	5	20
Delhi ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	3	...	...	...	1	9	1	3	...	...	6	6	29
Agra ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jhansi ...	1	2	1	...	...	4	...	...	...	...	...	...	8
Total ...	1	2	1	...	...	4	...	...	...	...	...	...	8
Sagar ...	1	...	...	...	...	...	...	...	...	...	...	...	1
Hoshangabad ...	1	...	1	...	...	3	...	...	1	...	...	...	6
Nagpur ...	...	...	...	...	1	...	...	...	...	...	...	...	1
Raipur ...	...	...	...	...	...	6	...	...	...	...	...	...	6
Total ...	2	...	1	...	1	9	...	...	1	...	...	...	14
Internal.													
N.-W. Provinces, ...	...	...	...	1	...	...	...	...	...	1	...	...	2
Oudh ...	...	...	...	...	...	...	1	...	...	...	...	...	1
Total ...	...	...	...	1	...	...	1	...	...	1	...	...	3
Grand Total ...	6	2	2	1	2	22	2	3	1	1	6	6	54

Four peons were severely injured in the Hissar Division in the execution of their duty by a band of smugglers and their friends, the ringleaders of whom have been prosecuted and punished. A smuggler was killed in the same division and another in the Jhansi Division. In neither of these cases was the slightest blame attached to our men; on the contrary they were rewarded for having displayed great bravery.

Casualties.

The casualties amongst the subordinate executive establishment are shown in the following table. The death-rate is low, but it is impossible to say how many of those who took leave and failed to rejoin did not die at their homes. Except in the Shahpur Division, there was no epidemic, but there was a good deal of sickness in Hissar, Berar, and Raipur :—

	Number of each rank and grade.							Total Subordinate Establishment.	Percentage of total of each kind of casualty on total establishment.
	Sub-Assistant Patrols, &c.	Kotegushts.	Jemadars.	Weighmen.	Mohurrirs.	Collector's Office Orderlies.	Line Peons.		
Total sanction ...	161	227	1,017	81	689	241	11,167	13,583	
During the year died ...	1	5	11	1	5	1	149	173	1·27
Were dismissed ...	7	7	27	2	27	4	530	604	4·44
Deserted ...	...	...	...	...	...	1	60	61	0·45
Resigned ...	1	...	4	2	11	4	180	202	1·49
Failed to rejoin ...	...	1	15	1	4	6	646	673	4·95
Removed as unfit ...	...	...	2	1	3	1	61	68	0·5
Brought under reduction,	...	...	7	1	...	...	28	36	0·26
Total casualties ...	9	13	66	8	50	17	1,654	1,817	13·38
Percentage of casualties,	5·59	5·72	6·49	9·88	7·25	7·05	14·81	13·38	...

OPERATIONS UNDER THE EXCISE ACT.

36. Under the Excise Act of 1871, the officers of the Customs Department are expressly empowered by the Legislature in Section 46 to search for, and seizure of, illicit opium. Owing to a misunderstanding of that section, it was supposed that the authority of the Local Governments was necessary in order that these officers should exercise these powers. It is, however, quite clear that it is only in the case of search for and seizure of drugs and spirits that it is necessary that Customs Officers should be expressly empowered by the Local Government. In Oudh, the misunderstanding having been brought to my notice was removed on my addressing the Chief Commissioner, but in the North-Western Provinces it seems still to prevail, and there no assistance in repressing illicit opium has been given by this Department.

Even in Oudh there seems to be much jealousy of the action of the Customs Officers in making opium seizures. It is reported to me that in the distribution of rewards scant justice is done to our men, whose interests are thus sacrificed to those of the District Police. Nevertheless, something has been done, as will be seen from the following figures:—

Number of seizures effected.

Years.	Number of persons arrested.	Quantity opium seized.
		Mds. S. C
1872-73	31	18 14 0
1871-72	215	30 13 0

If encouraged by the Local Authorities, I have little doubt that Customs Officers would do much to assist the Excise Department without neglecting their own duties.

G. H. M. BATTEN,

Commissioner, Inland Customs.

STATEMENT I.

No.

Sanctioned Establishment of Inland

Distribution.			Commissioner, Inland Customs, on £3,300 per annum.	Deputy Commissioner, Inland Customs, on £1,380 per annum.	Personal Assistant to Commissioner, on £600 per annum.	Assistant Commissioners, Inland Customs, from £720 to £960 per annum.	Collectors.						Patrols and Deputy Inspectors.					
							1st Grade, on £960 per annum.	2nd Grade, on £840 per annum.	3rd Grade, on £720 per annum	4th Grade, on £600 per annum.	Total Assistant Commissioners and Collectors.	Deputy Collector, on £720 per annum.	1st Grade, on £480 per annum.	2nd Grade, on £420 per annum.	3rd Grade, on £360 per annum.	4th Grade, on £300 per annum.	Probationary, on £240 per annum.	Total Patrols and Deputy Inspectors.
Central Office			1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
PANJAB.	Mines	Kohát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Panjab	...	...	...	...	a1	...	...	...	1	1	1	1	1	...	...	3
		Mandi	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
		Total Mines	...	...	...	...	1	...	...	...	1	1	1	2	1	...	...	4
	Line	Indus (Shahpur Division)	...	...	...	...	...	...	...	...	...	...	...	...	1	2	...	3
		Satlaj (Múltan Division)	...	...	...	...	...	...	...	1	1	...	...	1	1	1	...	3
		Hissar	...	...	...	...	...	1	...	...	1	...	1	3	2	1	...	7
		Dehli	...	...	...	...	1	...	...	...	1	...	1	1	3	2	...	7
		Total	...	...	...	...	1	1	...	1	3	...	2	5	7	6	...	20
N.-W. P.	Line	Agra	...	...	...	...	...	...	1	...	1	...	6	2	...	1	...	9
		Jhansi	...	...	...	...	...	...	1	...	1	...	...	2	1	2	1	6
		Total	...	...	...	...	...	...	2	...	2	...	6	4	1	3	1	15
CENTRAL PROVINCES & BERAR.	Line	Sagar	...	...	...	...	...	...	1	...	1	...	...	...	1	2	1	4
		Hoshangabad	...	...	...	...	...	...	...	1	1	...	...	...	2	1	...	3
		Nagpur	...	...	...	...	...	b1	...	...	1	...	...	1	2	1	...	4
		Berar	...															
		Raipur	...	...	...	...	...	...	1	...	1	...	...	...	...	2	...	2
		Total	...	...	...	...	...	1	2	1	4	...	...	1	5	6	1	13
		Total Line	...	...	...	...	1	2	4	2	9	...	8	10	13	15	2	48
	Internal Branch	North-Western Provinces	...	...	...	...	1	...	...	...	1	...	1	2	4	5	...	12
		Oudh	...	...	...	1	...	...	...	...	1	...	...	...	2	2	...	4
		Total	...	...	...	2	...	...	...	...	2	...	1	2	6	7	...	16
Lake		Sambhar	...	...	...	1	...	...	...	...	1	...	1	...	1	...	...	2
		Grand Total	...	1	1	1	3	2	2	4	2	13	1	11	14	21	22	2	70

a Draws, besides £240 a year, the difference between salary drawn by the present incumbent previous to the transfer

b Draws £120, an extra allowance for the

I.

Customs Department for 1872-73.

Assistant Patrols.				Superintendent, on £120 per annum.	Sub-Assistant Patrols or Sub-Deputy Inspectors.							Total Officers.	Guards.									
													Sergeants.				*Corporals.*					
1st Grade, on £210 per annum.	2nd Grade, on £180 per annum.	Probationary, on £150 per annum.	Total Assistant Patrols.		1st Grade, on £84 per annum.	2nd Grade, on £72 per annum.	3rd Grade, on £60 per annum.	4th Grade, on £48 per annum.	5th Grade, on £36 per annum.	6th Grade, on £30 per annum.	Total Sub-Assistant Patrols.		On £18, per annum.	On £14-8 per annum.	On £12 per annum.	Total Sergeants.	On £18 per annum.	On £12 per annum.	On £10-16 per annum.	On £9-12 per annum.	From £8-8 to £9-12 per annum.	Total Corporals.
...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...
...	...	...	...	1	...	...	1	...	1	3	5	6	...	...	...	...	5	...	7	...	...	12
2	2	2	6	...	1	1	2	3	3	...	10	21	4	8	...	12	...	18	14	20	...	52
...	...	...	...	...	1	...	1	...	...	...	2	3	1	...	...	1	...	1	...	...	...	1
2	2	2	6	1	2	1	4	3	4	3	17	30	5	8	...	13	5	19	21	20	...	65
2	2	2	6	...	...	...	...	...	...	...	...	9	3	6	...	9	...	12	16	11	...	39
1	2	2	5	...	1	1	1	2	3	...	8	17	3	3	2	8	...	23	26	32	...	81
1	...	4	5	...	1	2	2	2	3	...	10	23	7	11	...	18	...	30	23	30	...	83
1	1	2	4	...	1	1	3	1	...	...	6	18	6	10	...	16	...	17	16	18	...	51
5	5	10	20	...	3	4	6	5	6	...	24	67	19	30	2	51	...	82	81	91	...	254
2	1	3	6	...	...	2	4	4	4	...	14	30	8	15	...	23	...	27	33	40	1	101
...	3	4	7	...	...	2	2	3	2	...	9	23	6	10	...	16	...	52	37	4	...	93
2	4	7	13	...	...	4	6	7	6	...	23	53	14	25	...	39	...	79	70	44	1	194
3	2	1	6	...	1	1	2	1	3	...	8	19	2	8	...	10	...	25	25	25	...	75
...	1	2	3	...	1	1	1	2	2	...	7	14	4	6	...	10	...	26	30	32	...	88
4	3	5	12	...	2	2	3	5	7	...	19	36	2	13	...	15	...	39	50	54	1	144
...	1	5	6	...	...	1	1	3	3	...	8	17	5	11	...	16	...	20	21	24	1	66
7	7	13	27	...	4	5	7	11	15	...	42	86	13	38	...	51	...	110	126	135	2	373
14	16	30	60	...	7	13	19	23	27	...	89	206	46	93	2	141	...	271	277	270	3	821
...	...	...	...	...	3	6	5	6	12	...	32	45	16	33	...	49	...	18	19	28	...	65
...	...	...	...	...	...	...	4	6	4	...	14	19	7	12	...	19	...	7	6	7	...	20
...	...	...	...	...	3	6	9	12	16	...	46	64	23	45	...	68	...	25	25	35	...	85
4	...	...	4	...	9	...	...	...	...	...	9	16	...	5	...	5	...	10	24	4	8	46
20	18	32	70	1	2	20	32	38	47	3	161	319	74	151	2	227	5	325	347	329	11	1,017

of the Panjab Line and Mines, and the maximum rate, sanctioned for 1st grade Collectors in the Department, charge of the Berar section of the line.

STATEMENT I.

No.

Sanctioned Establishment of Inland Customs

Distribution.				Guards—(*concluded.*) Privates. On £9-12 per annum.	On £8-8 per annum.	On £7-4 per annum.	On £6 per annum.	Total Privates.	Total Guards.	Clerks—English. On £360 per annum.	On £240 per annum.	On £180 per annum.	On £150 per annum.	On £120 per annum.	On £96 per annum.	On £90 per annum.	On £84 per annum.	On £78 per annum.
Central Office...				...	...	7	6	13	13	1	1	2	2	4	...	3	...	...
PANJAB — Mines	Kohât			...	...	26	150	176	188	...	...	...	...	...	...	...	...	...
	Panjab			...	233	418	...	651	715	...	...	1	...	1	...	1	...	1
	Mandi			...	10	10	...	20	22	...	...	...	...	...	...	...	...	...
	Total Mines			...	243	454	150	847	925	...	...	1	...	1	...	1	...	1
PANJAB — Line	Indus (Shahpur Division)			...	167	239	...	406	454	...	...	...	...	...	...	...	...	...
	Satlaj (Múltan Division)			...	159	335	...	494	583	...	...	...	...	...	1	...	...	...
	Hissar			...	452	871	8	1,331	1,432	...	...	...	...	1	...	...	1	...
	Dehli			...	405	722	8	1,135	1,202	...	...	...	...	1	...	1	...	...
	Total			...	1,183	2,167	16	3,366	3,671	...	...	...	...	2	1	1	1	...
N.-W. P. — Line	Agra			...	526	1,021	12	1,559	1,683	...	...	...	...	1	1	...	...	...
	Jhansi			...	535	920	8	1,463	1,572	...	...	...	...	...	1	...	...	...
	Total			...	1,061	1,941	20	3,022	3,255	...	...	...	...	1	2	...	...	...
CENTRAL PROVINCES AND BERAR — Line	Sagar			...	283	573	8	864	949	...	...	...	...	...	1	...	...	...
	Hoshangabad			...	195	403	8	606	704	...	...	...	...	...	...	...	1	...
	Nagpur / Berar			17	213	617	8	855	1,014	...	...	...	...	1	...	1	...	...
	Raipur			...	225	379	6	610	692	...	...	...	...	...	1	...	...	...
	Total			17	916	1,972	30	2,935	3,359	...	...	...	...	1	2	1	1	...
	Total Line			17	3,160	6,080	66	9,323	10,285	...	...	...	...	4	5	2	2	...
Internal Branch	North-Western Provinces			...	233	468	6	707	821	...	...	...	...	...	...	...	...	...
	Oudh...			...	80	144	6	230	269	...	...	...	...	...	...	...	...	...
	Total			...	313	612	12	937	1,090	...	...	...	...	...	...	...	...	...
Lake	Sambhar			...	288	...	...	288	339	...	...	2	...	...	2	...	1	...
Grand Total				17	4,004	7,153	234	11,408	12,652	1	1	5	2	9	7	6	3	1

I.—(continued).

Department for 1872-73—(continued).

OFFICE AND MISCELLANEOUS.

| Department. | | | | | | Clerks—Vernacular Department. | | | | | | | | Servants. | | | | | | | |

STATEMENT I.

No. I.

Sanctioned Establishment of Inland Customs Department for 1872-73—(concluded).

Distribution.			OFFICE AND MISCELLANEOUS—(*concluded.*)										Total Office and Miscellaneous.	Total strength.	Miles of line guarded.
			SERVANTS—(*concluded*)					MEDICAL ATTENDANTS.							
			Boatmen, from £7 to 8 per annum.	Gardeners on £6 per annum	*Dâk Runners.* On £6 per annum.	*Dâk Runners.* On £4-6 per annum.	*Dâk Runners.* Total Dâk Runners.	Native Doctors from £48 to 120 per annum.	Compounders from £11 to 24 per annum.	Dressers from £7 to 8 per annum.	Total Medical Attendants.				
Central Office ...	...	...	...	...	...	...	...	...	...	...	...		19	35	...
PANJAB — MINES ...	Kohát	...	...	...	...	...	...	...	...	...	...		10	204	...
	Panjab	...	...	...	27	27	54	2	2	1	5		138	874	...
	Mandi	...	...	...	...	...	...	...	...	...	...		3	28	...
	TOTAL MINES	...	...	...	27	27	54	2	2	1	5		151	1,106	...
PANJAB — LINE ...	Indus (Shahpur Division)	...	...	...	...	...	...	...	...	...	...		9	472	293
	Satlaj (Multán Division)	...	9	...	...	...	...	3	...	2	5		44	644	262
	Hissar	...	...	...	...	...	...	...	...	...	...		56	1,511	191
	Dehli	...	...	...	...	...	...	...	...	...	...		36	1 256	96½
	Total	...	9	...	...	...	...	3	...	2	5		145	3,883	842½
N.-W.P. — LINE ...	Agra	...	...	...	...	...	...	2	...	2	4		74	1,787	158½
	Jhansi	...	...	...	...	...	...	1	...	1	2		43	1,638	177
	Total	...	...	...	...	...	...	3	...	3	6		117	3.425	335½
CENTRAL PROVINCES & BERAR — LINE ...	Sagar	...	...	...	...	...	...	...	...	...	...		32	1,000	147
	Hoshangabad	...	...	...	...	...	...	...	...	...	...		24	742	216½
	Nagpur	...	...	...	...	...	...	...	...	...	...		49	1,099	203
	Berar	...	...	...	...	...	...	...	...	...	...				327
	Raipur	...	...	...	...	...	...	...	...	...	...		30	739	260
	Total	...	...	...	...	...	...	...	...	...	...		135	3,580	1,153½
	TOTAL LINE	...	9	...	...	...	...	6	...	5	11		397	10,888	2,331½
INTERNAL BRANCH	North-Western Provinces	...	...	...	...	...	...	...	...	...	...		435	1,301	...
	Oudh	...	...	...	...	...	...	...	...	...	...		53	341	...
	Total	...	...	...	...	...	...	...	...	...	...		488	1,642	...
LAKE ...	Sambhar	...	...	20	...	...	...	1	1	...	2		76	431	44
	GRAND TOTAL	...	9	20	27	27	54	9	3	6	18		1,131	14,102	2,375½

ABSTRACT.

		Commissioner.	Deputy Commissioner.	Personal Assistant.	Assistant Commissioners and Collectors.	Deputy Collector.	Patrols and Deputy Inspectors.	Assistant Patrols.	Superintendents.	Sub-Assistant Patrols or Sub-Dy Inspectors.	Total Officers.	Sergeants.	Corporals.	Privates.	Total Guards.	Clerks, English.	Clerks, Vernacular.	Servants.	Medical Establishment.	Total Office Miscellaneous.	Grand Total.
Central Office	...	1	1	1	...	...	...	...	...	...	3	...	...	13	13	15	2	2	...	19	35
Mines	...	...	...	...	1	1	4	6	1	17	30	13	65	847	925	5	26	105	5	151	1,106
Line	...	...	...	...	9	...	48	60	...	89	206	14	821	9,323	10,285	32	254	100	11	397	10,888
Internal Branch	...	...	...	...	2	...	16	...	...	46	64	6	85	937	1,090	4	4	2	...	488	1,642
Sambhar	...	...	...	...	1	...	2	4	...	9	16	5	46	288	339	7	25	42	2	76	431
Local Works	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	1	1	1	13	1	70	70	1	161	319	227	1,017	11,408	12,652	63	799	251	18	1,131	14,102

No. II.

Return of strength, realizations, extent of line, &c., of the Department of Inland Customs at the close of 1871-72 *and* 1872-73.

Division.		1871-72.						1872-73.						Remarks.
		Number of officers	Number of men.	Miles of line.	Quantity of salt taxed.	Quantity of sugar taxed.	Gross realizations.	Number of officers.	Number of men.	Miles of line.	Quantity of salt taxed.	Quantity of sugar taxed.	Gross realizations.	
					Mds.	Mds.	Rs.				Mds.	Mds.	Rs.	
Commissioner's Office		3	32	...	...	...	...	3	32	...	...	...	...	
PANJAB — Mines ... Kohát		6	198	...	3,75,928	...	78,027	6	198	...	4,13,984	...	88,746	
Panjab		21	847	...	12,67,535	...	38,82,129	21	853	...	13,66,494	...	41,85,769	
Mandi		3	25	...	88,725	...	55,453	3	25	...	1,05,633	...	66,021	
Total ...		30	1,070	...	17,32,188	...	40,15,609	30	1,076	...	18,86,111	...	43,40,536	
Line ... Indus (Shahpur Division) ...		9	463	288	...	...	...	9	463	293	...	...	...	
Satlaj (Multán Division) ...		17	570	215	...	1,69,049	96,106	17	627	262	...	2 54,333	1,43,793	
Hissar		23	1,478	191	6,22,514	4,69,292	21,52,109	23	1,488	191	5,86,055	3 88,908	20,00,429	
Dehli		18	1,238	96½	6,96,512	8,60,665	26,82,890	18	1,238	96½	7,00,620	8,68,002	26,49,091	
Total ...		67	3,749	760½	13,19,026	14,92,006	9,31,105	67	3,816	842½	12,86,575	15,11,243	47,93,313	
Total Lines and Mines ...		97	4,819	790½	30,51,214	14,92,006	89,46.714	97	4,892	842½	31,72.786	15,11,243	91,33,849	
N.-W.P. — Line ... Agra		31	1,757	158½	13,38,201	6,87,934	44,88,433	29	1,757	158½	15,04,751	6,02 580	48,92,642	
Jhansi		23	1,615	172	84,264	1,10,683	3,15,321	23	1,615	177	92,532	9,965	3,25,939	
Total ...		54	3,372	330½	14,22,465	7,98,617	48,03,754	52	3,372	335½	15,97,283	6,92,545	52,18,581	
CENTRAL P. & BERAR — Line ... Sagar		19	981	147	1,27,631	35,229	4,09,760	19	981	147	1,20,999	23 850	3,81,978	
Hoshangabad		14	728	216½	6,528	1,01,213	1,20,254	14	728	216½	1,646	8 ,7.1	84,907	
Nagpur		36	1,063	203	5,99,706	59	7,12,284	36	1,063	203	6,47,223	...	7 6-,703	
Berar		...	...	327	2,48,945	...	2,95,723	...	...	327	2,35,997	...	2, 0,331	
Raipur		17	722	260	1,02,996	296	1,22,019	17	722	260	88,548	...	1,06,816	
Total ...		86	3,494	1,153½	10,85,806	1,36,797	16,60, 40	86	3,494	1,153½	10,94,413	1,04,561	16,22,735	
Total Line ...		207	10,615	2,274½	38,27,297	24,27,420	1,18,94,899	205	10,682	2,331½	39,78,371	23,08,349	1,16,34,629	
Internal Branch. North-Western Provinces ...		45	1,256	...	16,897	...	99, 56	45	1,256	...	27,761	...	1,43,966	
Oudh		19	322	...	2,963	...	12,337	19	322	...	4,898	...	18,978	
Total ...		64	1,578	...	19,860	...	1,11 493	64	1,578	...	32,659	...	1 62,944	
N.-W. P. & O. Sambhar Lake		16	415	44	...	...	6,59,135	16	415	44	...	...	8,82,473	
Local Salt Works		...	11	...	9,171	...	28,738	...	...	...	...	...	...	
Total ...		320	13,721	2,318½	55,88,516	24,27,420	1,62,09,874	318	13,783	2,375½	58,97,141	23,08,349	1,70,20,582	

STATEMENT III.

No.

Comparative Return of the Receipts and Charges of the

RE

Su

Division.		Years.	Salt.		Refined.		Unrefined.	
			Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
			Mds.	Rs.	Mds.	Rs	Mds.	Rs.
	Central Office	1872-73	...	...	...	...	...	...
		1871-72	...	...	...	...	...	...
		1870-71	...	...	...	...	...	...
		1869-70	...	...	...	...	...	...
PANJAB. — Mines.	Kohát	1872-73	4,13,984	88,745	...	...	...	...
		1871-72	3,75,9:8	78,027	...	...	...	...
		1870-71	4,09,099	86,565	...	..	...	...
		1869-70	4,96,216	1,07,023	...	...	...	...
	Panjab	1872-73	13,66,494	40,99,480	...	...	...	...
		1871-72	12,67,535	3 ,02,605	...	...	...	...
		1870-71	12,2(,467	36,64,402	...	...	...	...
		1869-70	14,97,153	44,91,458	...	...	...	...
	Mandi	1872-73	1,05,633	66,021	...	...	...	...
		1871-72	88,725	55 453	...	...	...	...
		1870-71	13,227	8,317	...	...	...	...
		1869-70	...	...	...	...	...	...
	Total Mines	1872-73	18 86,111	42,54,246	...	...	...	...
		1871-72	17,32,188	39,36,085	...	...	...	...
		1870-71	16,43 793	37,58,284	...	...	...	...
		1869-70	19,93,369	45,98,481	...	...	...	...
PANJAB. — Lines.	Indus (Shahpur Division),	1872-73	...	...	...	...	...	...
		1871-72	...	...	...	...	...	...
		1870-71	...	...	...	...	...	...
		1869-70	...	...	...	...	...	...
	Satlaj (Multán) Division.	1872-73	...	...	77,413	77,418	1,76 920	66,353
		1871-72	...	...	56,303	56,308	1,05,746	39,658
		1870-71	...	...	7,874	7,874	19,442	7,291
		1869-70	...	...	5,650	5,650	17,135	6,426
	Hissar	1872-73	5,86,055	17,58,166	1,53,431	1,53,431	2,35,427	88,206
		1871-72	6,22,514	18,67,543	1,78 393	1,78,393	2 95,899	1,10,964
		1870-71	5,93,216	17,79,649	1,55,278	1,55 278	2,60,695	97,824
		1869-70	5,93,291	17,79,875	1,41,387	1,41,388	1,96,083	73,532
	Dehli	1872-73	7,00,620	21,01,859	2,89,805	2,89,805	5,76,497	2,16,824
		1871-72	6,96,512	20,89,538	3,61,412	3,61,412	4,99,253	1,87,222
		1870-71	9,17,263	27,51,812	3,29,531	3,29,531	5,61,718	2 10,654
		1869-70	9,80,249	27,90,746	2,46,196	2,46 196	6,10,550	2,28,957
	Total	1872-73	12,86,675	38,60,025	5,20,649	5,20,654	9 90,594	3,71,483
		1871-72	13,19 026	39,57,081	5,91,108	5,91,113	9,00,898	3,37,844
		1870-71	15,10,479	45,31,461	4,92,683	4,92,683	8,41,855	3.15,769
		1869-70	15,23,540	45,70,621	3,93,233	3,93,234	3,23,768	3,08,915
N.-W. PROVINCES.	Agra	1872-73	15,04,751	45,14,254	2,43,605	2,43,606	3,56,975	1,34,620
		1871-72	13,38,201	40,14,604	3 44,566	3,44,568	3,43 368	1,28,768
		1870-71	13,45,676	40,37,029	3,47,334	3,47,335	3,27,709	1,22,896
		1869-70	15,18,419	45,55,258	2,75,488	2,75,490	3,98,365	1,49,394
	Jhansi	1872-73	92,532	2,77,596	22,746	22,746	67,219	25,210
		1871-72	84,264	2,52,793	33,399	33,399	77,284	28,984
		1870-71	61,114	1,83,346	41,272	41,272	46,380	17,394
		1869-70	29,544	88,632	30,414	30,414	67,121	25,172
	Total	1872-73	15,97,283	47,91,850	2,66,351	2,66,352	4,26,194	1,59,830
		1871-72	14,22,465	42,67,397	3,77,965	3,77,967	4,20,652	1,57,752
		1870-71	14,06,790	42,20,375	3,58,606	3,58,607	3,74,089	1,49,290
		1869-70	15,47,963	46,43,890	3,05,902	3,05,904	4,65,486	1,74,566

III.

Inland Customs Department for the year 1872-73.

CEIPTS.

GAR.		Miscellaneous.				
Total.		Sale of Government Salt, &c.		Other items, fines, forfeitures, &c.	Total.	Grand Total.
Quantity.	Duty.	Quantity.	Amount.			
Mds.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	1	1	88,746
...	...	...	...	...	...	78,027
...	...	...	...	...	...	85,565
...	...	...	...	..	...	1,07,023
...	...	13,66,494	(*d*) 85,406	882	86,288	41,85,768
...	...	12,67,535	79,221	303	79,524	38,82,129
...	...	141,227	8,827	12,681	21,508	36,85,910
...	...	...	...	1,081	1,081	44,92,539
...	...	...	...	...	...	66,021
...	...	...	...	...	...	55,453
...	...	...	...	...	...	8,317
...	...	...	...	...	...	...
...	...	13,66,494	85,406	883	86,289	43,40,535
...	...	12,67,535	79,221	303	79,524	40,15,609
...	...	1,41,227	8,827	1,2681	21,508	37,79,792
...	...	...	...	1,081	1,081	45,99,562
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
2,54,333	1,43,771	...	...	22	22	1,43,793
1,62,049	95,966	...	...	140	140	96,106
27,316	15,165	...	...	295	295	15,460
22,785	12,076	...	...	292	292	12,368
3,88,908	2,41,737	...	...	526	526	20,00,429
4,69,292	2,84,357	...	...	209	209	21,52,109
4,15,973	2,53,102	...	...	3,204	3,204	20,35,955
3,37,470	21,4,920	...	...	3,919	3,919	19,98,714
8,68,002	5,06,629	5,49,621	(*j*) 39,932	671	40,603	26,49,091
8,60,665	5,48,634	5,47,136	44,109	609	44,718	26,82,890
8,91,249	5,40,185	6,79,409	48,977	7,028	56,005	33,48,002
8,56,746	4,75,153	...	...	3,329	3,329	32,69,228
15,11,243	8,92,137	5,49,621	39,932	1,219	41,151	47,93,313
14,92,006	9,28,957	5,47,136	44,109	958	45,067	49,31,105
13,84,538	6,08,452	6,79,409	48,977	10,527	59,504	53,99,417
12,17,001	7,02,149	...	...	7,540	7,540	52,80,310
6,02,580	3,78,226	...	...	162	162	48,92,642
6,87,934	4,73,336	...	...	493	493	44,88,433
6,45,043	4,40,231	...	...	6,103	6,103	44,83,363
6,73,853	4,24,884	...	...	9,856	9,856	49,89,998
89,965	47,956	...	...	387	387	3,25,939
1,10,683	62,383	...	...	145	145	3,15,321
87,652	58,666	...	...	1,573	1,573	2,43,585
97,535	55,686	...	...	2,148	2,148	1,46,366
6,92,545	4,26,182	...	...	549	549	52,18,581
7,98,617	5,35,719	...	...	638	638	48,03,754
7,32,695	4,98,897	...	...	7,676	7,676	47,26,948
7,71,388	4,80,470	...	...	12,004	12,004	51,36,364

STATEMENT III.

No.

Comparative Return of the Receipts and Charges of the

CHAR

Division.		Years.	Fixed	Contingencies.					
			Pay of Officers and Establishment.	Travelling allowance, conveyance of tents, house-rent.	Extra servants, pay of sick peons, hot weather establishment.	Printing charges, postage labels, and stationery charges.	Half fines 1, rewards to captors of smugglers.	Excavation charges at mines, and manufacture at Sambhar.	Treaty payments, Sambhar Lake.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Central Office ...	1872-73 ...	74,551	2,083	117	1,833	...	...	...
		1871-72 ...	72,860	3,233	118	1,216	...	...	...
		1870-71 ...	81,204	1,930	200	415	...	...	...
		1869-70 ...	82,229	3,231	176	1,234	...	...	...
Mines.	Kohát	1872-73 ...	27,014	...	...	...	...	...	...
		1871-72 ...	27,557	...	...	...	...	...	...
		1870-71 ...	29,337	...	...	...	...	...	...
		1869-70 ...	27,015	...	...	...	...	...	...
	Panjab	1872-73 ...	1,16,513	1,902	130	1,880	26	(e) 46,129	...
		1871-72 ...	1,19,982	2,038	129	1,604	119	50,226	...
		1870-71 ...	1,11,926	1,430	105	1,595	85	27,765	...
		1869-70 ...	1,11,495	1,555	143	1,562	68	50,909	...
	Mandi	1872-73 ...	7,862	360	3	35	...	...	...
		1871-72 ...	7,664	360	...	51	...	...	...
		1870-71 ...	2,182	223	...	10	...	...	...
		1869-70 ...	...	...	...	...	...	...	...
	Total Mines ...	1872-73 ...	1,51,389	2,262	133	1,915	26	46,129	...
		1871-72 ...	1,55,203	2,398	129	1,655	119	50,226	...
		1870-71 ...	1,43,445	1,653	105	1,605	85	27,765	...
		1869-70 ...	1,38,510	1,555	143	1,562	68	50,909	...
Panjab. Lahne.	Indus (Shahpur Division),	1872-73 ...	59,730	...	...	...	...	...	...
		1871-72 ...	57,997	...	...	...	...	...	...
		1870-71 ...	53,604	...	...	...	...	...	...
		1869-70 ...	55,840	...	...	...	...	...	...
	Satlaj (Multán Division),	1872-73 ...	82,857	2,424	420	676	70	...	...
		1871-72 ...	80,964	1,630	161	689	...	...	...
		1870-71 ...	79,715	729	105	425	66	...	...
		1869-70 ...	82,122	445	169	195	225	...	...
	Hissar ...	1872-73 ...	1,70,326	1,136	1,043	1,001	1,094	...	...
		1871-72 ...	1,70,422	1,138	1,195	838	829	...	...
		1870-71 ...	1,73,879	1,432	838	734	5,285	...	...
		1869-70 ...	1,95,701	1,480	1,461	529	3,398	...	...
	Dehli ...	1872-73 ...	1,50,478	1,168	405	686	348	...	...
		1871-72 ...	1,49,494	833	391	859	734	...	...
		1870-71 ...	1,48,196	560	353	928	7,456	...	...
		1869-70 ...	1,69,090	897	442	456	3,817	...	...
	Total ...	1872-73 ...	4,63,391	4,728	1,868	2,363	1,512	...	...
		1871-72 ...	4,58,877	3,601	1,747	2,386	1,563	...	...
		1870-71 ...	4,55,394	2,721	1,296	2,087	12,817	...	...
		1869-70 ...	5,02,753	2,822	2,072	1,480	7,509	...	...
N.-W. Provinces.	Agra ...	1872-73 ...	2,11,716	2,067	1,053	703	928	...	...
		1871-72 ...	2,12,216	1,557	644	693	307	...	...
		1870-71 ...	2,15,440	1,281	633	1,427	5,956	...	...
		1869-70 ...	2,57,756	3,001	1,252	1,157	3,432	...	...
	Jhansi ...	1872-73 ...	1,76,133	1,170	463	1,225	651	...	...
		1871-72 ...	1,76,599	628	909	860	517	...	...
		1870-71 ...	1,74,204	664	611	1,058	1,463	...	...
		1869-70 ...	1,93,391	1,133	667	748	2,622	...	...
	Total ...	1872-73 ...	3,87,849	3,237	1,516	1,928	1,579	...	...
		1871-72 ...	3,88,815	2,185	1,553	1,553	824	...	...
		1870-71 ...	3,89,644	1,945	1,244	2,485	7,419	...	...
		1869-70 ...	4,51,147	4,134	1,919	1,905	6,054	...	...

III.

Inland Customs Department for the year 1872-73—(continued.)

GES.						
Miscellaneous, petty contingencies.	Petty construction and repairs.	Total contingencies.	Grand total charges.	Net receipts.	Percentage.	REMARKS.
Rs.	Rs.	Rs.	Rs.	Rs.		
1,905	...	5,938	(a) 80,489	...	0·47	(a) The Central Office charges were, in previous years, included in the charge against the Agra Division. These have now been separated and are shown as charges of the whole Department, the percentage being calculated on the total revenue.
1,210	...	5,777	78,637	...	0·48	
1,212	...	3,757	84,961	...	0·52	
1,333	...	5,974	88,203	...	0·52	
...	...	...	(b) 27,014	61,732	30·44	(b) Inclusive of percentage to Malliks and Lumberdars.
...	...	...	27,557	50,470	35·31	
...	...	...	29,337	56,228	34·28	
...	...	...	27,015	80,008	25·24	
(c) 12,454	(f) 28,427	90,948	2,07,461	39,78,307	4·95	(c) Includes toll payments.
11,730	17,069	82,910	2,02,892	36,79,237	5·23	(d) One anna cess on sale of salt, exclusive of Government duty.
1,274	11,217	43,471	1,55,397	35,30,513	4·22	(e) Excavation charges.
828	3,878	58,943	1,70,438	43,22,101	3·79	(f) This includes improvement of Mayo Mines.
...	...	398	8,260	57,761	12·51	
5	...	416	8,080	47,373	14·57	
4	...	237	2,419	5,898	29·08	
...	...	...	...	...	...	
12,454	28,427	91,346	2,42,735	40,97,800	5·59	
11,725	17,069	83,326	2,38,529	37,77,080	5·94	
1,274	11,217	43,708	1,87,153	35,92,639	4·95	
828	3,878	58,943	1,97,453	44,02,109	4·29	
...	...	...	(g) 59,730	...	...	(g) A purely preventive line maintained for the purpose of preventing the Kohàt low duty paid salt, displacing the higher duty paid article of the Shahpur Mines.
...	...	...	57,997	...	...	
...	...	...	53,604	...	...	
...	...	...	55,840	...	...	
(i) 1,543	(h) 12,766	17,899	1,00,756	43,037	70·07	(h) Includes cost of new buildings, Rs. 11,270, on new line.
867	1,480	4,827	85,791	10,315	89·26	
384	1,710	3,419	83,134	—67,674	537·73	
317	4,379	5,730	87,852	—75,484	710·31	
792	3,144	8,210	1,78,536	18,21,893	8·92	
1,716	2,984	8,700	1,79,122	19,72,987	8·32	
3,154	3,342	14,785	1,88,664	18,47,291	9·26	
2,347	1,272	10,487	2,06,188	17,92,526	10·31	
1,143	3,469	7,219	1,57,697	24,91,394	5·95	(i) Includes cost of —
1,218	3,000	7,035	1,56,529	25,26,361	5·83	Line hedge ...Rs. 400
1,296	3,007	13,610	1,61,806	31,86,196	4·83	Scales and weights, „ 370
1,963	2,229	9,864	1,78,954	30,90,274	5·47	—— 770 on new line.
3,478	19,379	33,328	4,96,719	42,96,594	10·36	(j) Hakimi cess, or royalty.
3,801	7,464	20,562	4,79,439	44,51,666	9·72	
4,834	8,059	31,814	4,87,208	49,12,209	9·02	
4,627	7,880	26,081	5,28,834	47,51,476	10·01	
1,315	1,500	7,566	2,19,282	46,73,360	4·48	
1,167	2,095	6,463	2,18,679	42,69,754	4·87	
1,341	2,059	12,697	2,28,137	42,55,226	5·08	
3,346	4,551	16,739	2,74,495	47,15,503	5·50	
(k) 1,024	1,339	5,872	1,82,005	1,43,934	55·84	(k) This includes cost of tents, Rs. 500.
515	790	4,219	1,80,818	1,34,503	57·34	
1,381	1,451	6,628	1,80,832	62,753	74·23	
1,967	1,661	8,798	2,02,189	—55,823	138·14	
2,339	2,839	13,438	4,01,287	48,17,294	7·68	
1,682	2,885	10,682	3,99,497	44,04,257	8·31	
2,722	3,510	19,325	4,08,969	43,17,979	8·65	
5,313	6,212	25,537	4,76,684	46,59,680	9·27	

STATEMENT III.

No.

Comparative Return of the Receipts and Charges of the

RE

Division.	Year.	Salt.		Sugar.			
				Refined.		Unrefined.	
		Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
		Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
CENTRAL PROVINCES AND BERAR — Land. — Sagar	1872-73	1,20,999	3,62,998	15,026	15,026	8,824	3,310
	1871-72	1,27,631	3,82,894	21,351	21,351	13,877	5,205
	1870-71	1,09,589	3,28,770	24,464	24,464	15,183	5,695
	1869-70	86,548	2,59,647	27,484	27,484	10,905	4,090
Hoshangabad	1872-73	1,646	4,171	80,711	80,711	...	...
	1871-72	6,528	18,957	1,01,213	1,01,213	...	...
	1870-71	12,606	36,788	71,893	71,893	...	...
	1869-70	27,599	71,227	16,885	16,885	...	...
Nagpur	1872-73	6,47,223	7,68,612	...	...	...	...
	1871-72	5,99,706	7,12,457	59	59	...	...
	1870-71	6,03,734	7,20,769	472	472	...	...
	1869-70	5,28,000	6,83,675	17,155	17,155	...	...
Berar	1872-73	2,35,997	2,80,274	...	...	...	...
	1871-72	2,48,945	2,95,642	...	...	...	...
	1870-71	2,25,830	2,68,407	...	...	...	...
	1869-70	2,32,773	3,15,006	...	...	...	...
Raipur	1872-73	88,548	1,05,318	147	147	...	...
	1871-72	1,02,996	1,20,110	296	296	...	...
	1870-71	93,394	1,07,265	377	377	...	...
	1869-70	1,01,040	1,46,761	249	249	...	...
Total	1872-73	10,94,413	15,21,368	95,884	95,884	8,824	3,310
	1871-72	10,85,806	15,29,760	1,22,919	1,22,919	13,877	5,205
	1870-71	10,45,153	14,61,999	97,206	97,206	15,183	5,695
	1869-70	9,75,960	14,76,318	61,773	61,773	10,905	4,090
Total Line	1872-73	39,78,371	1,01,73,243	8,82,884	8,82,890	14,25,612	5,34,623
	1871-72	38,27,297	97,54,238	10,91,992	10,91,999	13,35,427	5,00,801
	1870-71	39,62,422	1,02,13,835	9,48,495	9,48,496	12,31,127	4,61,754
	1869-70	40,47,463	1,06,90,829	7,60,908	7,60,911	13,00,159	4,87,571
INTERNAL BRANCH. — N.-W. Provinces	1872-73	27,761	87,594	...	...	...	...
	1871-72	16,898	53,780	...	...	...	...
	1870-71	16,220	50,864	...	...	...	...
	1869-70	14,321	43,810	...	...	...	...
Oudh	1872-73	4,898	14,695	...	...	...	...
	1871-72	2,963	8,889	...	...	...	...
	1870-71	2,987	8,961	...	...	...	...
	1869-70	2,948	8,845	...	...	...	...
Total	1872-73	32,659	1,02,289	...	...	...	...
	1871-72	19,861	62,669	...	...	...	...
	1870-71	19,207	59,825	...	...	...	...
	1869-70	17,269	53,655	...	...	...	...
LOCAL SALT WORKS. — Karour (N.-W. P.)	1872-73	...	...	...	...	...	...
	1871-72	...	...	...	...	...	...
	1870-71	832	2,566	...	...	...	...
	1869-70	...	...	...	...	...	...
Mallowna (Oudh)	1872-73	...	...	...	...	...	...
	1871-72	9,171	27,513	...	...	...	...
	1870-71	13,920	41,760	...	...	...	...
	1869-70	...	...	...	...	...	...
Total	1872-73	...	...	...	...	...	...
	1871-72	9,171	27,513	...	...	...	...
	1870-71	14,752	44,326	...	...	...	...
	1869-70	...	...	...	...	...	...
Sambhar	1872-73	...	...	...	...	...	...
	1871-72	...	...	...	...	...	...
	1870-71	...	...	...	...	...	...
	1869-70	...	...	...	...	...	...
GRAND TOTAL	1872-73	38,97,141	1,45,29,778	8,82,884	8,82,890	14,25,612	5,34,623
	1871-72	55,88,517	1,37,80,505	10,91,992	10,91,999	13,35,427	5,00,801
	1870-71	56,40,174	1,40,76,270	9,48,495	9,48,496	12,31,127	4,61,754
	1869-70	60,58,101	1,53,42,965	7,60,908	7,60,911	13,00,159	4,87,571

III.

Inland Customs Department for the year 1872-73—(continued.)

CEIPTS.

Total.		Miscellaneous.				Grand Total.
		Sale of Government Salt, &c.		Other items, fines, forfeitures, &c.	Total.	
Quantity.	Duty.	Quantity.	Amount.			
Mds.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.
23,850	18,336	...	...	644	644	3,81,978
35,228	26,556	...	...	310	310	4,09,760
39,647	30,159	...	...	6,549	6,549	3,65,478
38,389	31,574	...	...	8,130	8,130	2,99,351
80,711	80,711	...	...	25	25	84,907
1,01,213	1,01,213	...	...	84	84	1,20,254
71,893	71,893	...	...	2,104	2,104	1,10,785
16,885	16,885	...	...	4,860	4,860	92,972
...	...	...	...	91	91	7,68,703
59	59	...	...	68	68	7,12,284
472	472	...	...	296	296	7,21,537
17,155	17,155	...	...	1,424	1,424	7,02,254
...	...	...	...	57	57	2,80,331
...	...	...	...	81	81	2,95,723
...	...	...	...	1,054	1,054	2,69,461
...	...	...	...	3,164	3,164	3,18,172
147	147	...	...	1,356	1,356	1,06,816
296	296	...	...	1,613	1,613	1,22,019
377	377	...	...	5,959	5,959	1,13,601
249	249	...	...	11,842	11,842	1,58,852
1,04,708	99,194	...	...	2,173	2,173	16,22,735
1,36,796	1,28,124	...	...	2,156	2,156	16,60,040
1,12,389	1,02,901	...	...	15,962	15,962	15,80,862
72,678	65,863	...	...	29,420	29,420	15,71,601
23,08,496	14,17,513	5,49,621	39,932	3,941	43,873	1,16,34,629
24,27,419	15,92,800	5,47,136	44,109	3,752	47,861	1,13,94,899
21,79,622	14,10,250	6,79,409	48,977	34,165	83,142	1,17,07,227
20,61,067	12,48,482	...	...	48,964	48,964	1,19,88,275
...	...	...	(m) 56,186	186	56,372	1,43,966
...	...	...	45,220	156	45,376	99,156
...	...	...	50,001	86	50,087	1,00,951
...	...	...	39,476	178	39,654	84,464
...	...	...	3,990	293	4,283	18,978
...	...	...	3,389	59	3,448	12,337
...	...	...	3,420	739	4,159	13,120
...	...	...	3,171	90	3,261	12,106
...	...	...	60,176	479	60,655	1,62,944
...	...	...	48,609	215	48,824	1,11,493
...	...	...	53,421	825	54,246	1,14,071
...	...	...	42,647	268	42,915	96,570
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	18	18	2,584
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	1,225	1,225	28,738
...	...	...	...	2,536	2,536	44,296
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	1,225	1,225	28,738
...	...	...	...	2,554	2,554	46,880
...	...	...	...	...	...	...
...	...	13,13,409	8,82,884	89	8,82,473	8,82,473
...	...	11,28,982	6,59,056	79	6,59,135	6,59,135
...	...	10,09,199	6,30,500	198	6,30,698	6,30,698
...	...	2,37,093	1,48,183	2	1,48,185	1,48,185
23,08,493	14,17,513	32,29,524	10,67,898	5,392	10,73,290	1,70,20,581
24,27,419	15,92,800	29,43,653	8,30,995	5,574	8,36,569	1,62,09,874
21,79,622	14,10,250	18,29,835	7,41,725	50,423	7,92,148	1,62,78,668
20,61,067	12,48,482	2,37,093	1,90,830	50,315	2,41,145	1,68,32,592

STATEMENT III.

No.

Comparative Return of the Receipt and Charges of the

CHAR

CONTIN

FIXED

DIVISION.			Years.	Pay of officers and establishment.	Travelling allowance, conveyance of tents, house-rent.	Extra servants, pay of sick peons, hot weather establishment, &c.	Printing charges, postage labels and stationery charges.	Half fines, rewards to captors of smugglers.	Excavation charges at mines, manufacture at Sambhar.	Treaty payments, Sambhar Lake.
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CENTRAL PROVINCES AND BERAR. — LINE.	Sagar	...	1872-73 ...	1,18,274	2,425	867	830	1,904	...	...
			1871-72 ...	1,19,684	2,427	1,119	666	369	...	...
			1870-71 ...	1,16,124	2,513	769	1,117	5,096	...	...
			1869-70 ...	1,28,341	4,097	1,647	510	7,545	...	...
	Hoshangabad	...	1872-73 ...	87,811	2,901	703	583	397	...	...
			1871-72 ...	88,747	2,714	719	656	501	...	...
			1870-71 ...	86,714	2,703	1 060	716	2,043	...	...
			1869-70 ...	1,03,143	4,912	1,229	28	2,434	...	...
	Nagpur	...	1872-73 ...	72,664	5,044	444	1,155	67	...	...
			1871-72 ...	73,062	4,678	341	1,383	121	...	...
			1870-71 ...	72,312	3,991	352	1,446	392	...	...
			1869-70 ...	1,38,202	8,921	630	1,553	497	...	...
	Berar	...	1872-73 ...	72,664	5,044	444	1,155	67	...	...
			1871-72 ...	73,062	4 678	341	1,383	121	...	...
			1870-71 ...	72,312	3,991	352	1,446	392	...	...
			1869-70 ...	1,18,790	4,585	1,492	1,631	1,607	...	...
	Raipur	...	1872-73 ...	88,563	4,408	80	907	740	...	...
			1871-72 ...	86,190	3,991	93	1,304	490	...	...
			1870-71 ...	82,578	4,181	291	1,425	4,592	...	...
			1869-70 ...	62,192	2,689	159	400	11,536	...	...
	Total	...	1872-73 ...	4,39,976	19,822	2,538	4,630	3,175	...	...
			1871-72 ...	4,40,745	18,518	2,6 3	5,392	1,602	...	...
			1870-71 ...	4,30,040	17,334	2,824	6,150	12,515	...	...
			1869-70 ...	5,50,668	25,204	5,157	3,522	23,619	...	...
	Total Line	...	1872-73 ...	12,91,216	27,787	5,922	8,921	6,266	...	...
			1871-72 ...	12,88,437	24,304	5,913	9,331	3,989	...	...
			1870-71 ...	12,75,078	22,050	5,364	10,722	32,751	...	...
			1869-70 ...	15,04,568	32,160	9,148	6,607	37,173	...	...
INTERNAL BRANCH.	N.-W. Provinces	...	1872-73 ...	1,54,705	3,984	207	1,879	4,315	...	...
			1871-72 ...	1,53,623	4,516	281	2,502	4,454	...	...
			1870-71 ...	1,53,643	6,143	350	2,360	3,334	...	...
			1869-70 ...	1,51,628	5,154	278	2,409	4,999	...	...
	Oudh	...	1872-73 ...	60,424	2,929	97	1,086	1,585	...	...
			1871-72 ...	59,053	3,087	106	691	950	...	...
			1870-71 ...	56,800	4,066	82	841	1,338	...	...
			1869-70 ...	57,990	2,804	14	934	952	...	...
	Total	...	1872-73 ...	2,15,129	6,913	304	2,965	5,900	...	...
			1871-72 ...	2,12,676	7,603	387	3,193	5,104	...	...
			1870-71 ...	2,10,443	10,209	432	3,204	4,672	...	...
			1869-70 ...	2,15,618	7,958	292	3,343	5,051	...	...
LOCAL SALT WORKS.	Karour (N.-W. P.)	...	1872-73 ...	...	...	...	...	...	...	...
			1871-72 ...	6	...	...	...	...	...	...
			1870-71 ...	5,207	52	...	...	...	...	...
			1869-70 ...	...	...	...	...	...	...	...
	Mallowna (Oudh)	...	1872-73 ...	...	...	...	...	...	...	...
			1871-72 ...	327	...	...	...	...	...	...
			1870-71 ...	8,044	21	10	122	...	...	...
			1869-70 ...	...	...	...	...	...	...	...
	Total	...	1872-73 ...	...	...	...	...	...	...	...
			1871-72 ...	333	...	...	...	...	...	...
			1870-71 ...	13,251	73	10	122	...	...	...
			1869-70 ...	...	...	...	...	...	...	...
	Sambhar	...	1872-73 ...	64,196	587	94	114	...	(o) 29,779	8,42,500
			1871-72 ...	68,516	922	75	224	...	29,704	7,60,000
			1870-71 ...	51,340	726	62	...	...	34,794	3,26,667
			1869-70 ...	5,601	446	...	26	...	953	...
	GRAND TOTAL	...	1872-73 ...	17,96,481	39,632	6,570	15,748	12,192	75,908	8,42,500
			1871-72 ...	17,98,025	38,460	6,622	15,619	9,212	79,930	7,60,000
			1870-71 ...	17,74,761	36,641	6,178	16,068	37,508	62,559	3,26,667
			1869-70 ...	19,46,526	45,350	9,759	12,772	42,922	51,862	...

III.

Inland Customs Department for the year 1872-73—(concluded.)

GES.						
GENCIES.						
Miscellaneous, petty contingencies.	Petty construction and repairs.	Total contingencies.	Grand total charges.	Net receipts.	Percentage.	REMARKS.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
718	855	7,599	1,25,873	2,56,105	32·95	
3,566	940	9,087	1,28,771	2,80,989	31·42	
8,243	559	18,297	1,34,421	2,31,057	36·78	
1,886	298	15,988	1,44,324	1,55,027	48·21	
379	348	5,311	93,122	—8,215	109·67	
671	1	5,292	94,039	26,215	78·2	
1,150	...	7,677	94,391	16,394	85·2	
2,084	...	10,687	1,13,830	—20,858	122·43	
2,241	24	8,975	81,639	6,87,064	10 62	
1,845	69	8,437	81,499	6,30,785	11·44	
971	32	7,184	79,496	6,42,041	11·02	
1,888	268	13,757	1,51,959	5,50,295	21·64	
(*l*) 2,241	24	8,975	81,639	1,98,692	29·12	(*l*) Horse allowance to Line Officers has been added; previously this item was included in fixed charges.
1,845	69	8,437	81,499	2,14,224	27·56	
971	32	7,184	79,496	1,89,965	29·5	
562	...	9,277	1,28,067	1,90,105	40·25	
315	268	6,718	95,281	11,535	89·2	
1,039	...	6,917	93,107	28,912	76·3	
448	...	10,937	93,515	20,086	82·32	
1,724	...	16,508	78,700	80,152	49·54	
5,894	1,519	37,578	4,77,554	11,45,181	29·43	
8,966	1,079	38,170	4,78,915	11,81,125	28·85	
11,783	623	51,279	4,81,319	10,99,543	30·45	
8,144	566	66,212	6,16,880	9,54,721	39·25	
11,711	23,737	84,344	13,75,560	1,02,59,069	11·84	
14,449	11,428	69,414	13,57,851	1,00,37,048	11·91	
19,339	12,192	1,02,418	13,77,496	1,03,29,731	11·76	
18,084	14,658	1,17,830	16,22,398	1,03,05,877	13·53	
(*n*) 3,196	...	13,581	1,68,286	—24,320	116·0	(*m*) License Fees.
2,054	...	13,507	1,67,130	—67,974	170·56	(*n*) Increased charge, Rs. 1,305, caused by extensive repairs to the tents of North-Western Provinces' Internal Branch.
2,597	...	14,784	1,68,427	—67,476	166·84	
1,366	...	13,306	1,70,934	—86,470	202·37	
828	...	6,525	66,949	—47,971	352·77	
590	...	5,424	64,477	—52,140	522·63	
268	...	6,598	63,398	—50,278	483·21	
4,026	...	8,730	66,720	—54,614	547·06	
4,024	...	20,106	2,35,235	—72,291	144·36	
2,644	...	18,931	2,31,607	—1,20,114	207·73	
2,865	...	21,382	2,31,825	—1,17,754	203·23	
5,392	...	22,036	2,37,654	—1,41,084	246·10	
...	...	...	...	...	...	
...	...	...	6	—6	...	
332	7,066	7,450	12,657	—10,073	489·82	
...	...	...	...	...	...	
...	...	...	...	...	...	
90	...	90	417	28,321	1·45	
247	6,539	6,939	14,983	29,313	33·83	
...	...	...	...	...	...	
...	...	...	...	...	...	
90	...	90	423	28,315	1·48	
579	13,605	14,389	27,640	19,240	58·96	
...	...	...	...	...	...	
557	451	8,74,082	9,38,278	—55,805	106·32	
709	576	7,92,210	8,60,726	—2,01,591	130·58	(*o*) Manufacturing charges.
3,573	461	3,66,283	4,17,623	2,13,075	66·18	
1,095	...	2,520	8,121	1,40,064	5·48	
30,651	52,615	10,75,816	28,72,297	1,41,48,284	16·87	
30,832	29,073	9,69,748	27,67,773	1,34,42,101	17·07	
28,846	37,475	5,51,937	23,26,698	1,39,51,970	14·29	
26,732	18,536	2,07,303	21,58,829	1,46,78,763	12·79	

No. IV.

Comparative Return of the quantity of various kinds of Salt which paid duty at the Inland Customs Line, or at Mines or Works inside the Line, during the official years 1871-72 *and* 1872-73—*(Mandi and Kohat Salt excluded).*

	1872-73.		1871-72.		Increase.		Decrease.	
	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Rock salt	13,66,494	40,99,481	12,67,535	38,02,605	98,959	2,96,876	...	...
Phallowdi	1,593	4,779	755	2,266	838	2,513	...	...
Didwána	3,30,719	9,92,157	3,10,731	9,32,193	19,988	59,964	...	...
Sultanpuri	5,68,009	17,04,027	5,51,187	16,53,561	16,822	50,466	...	...
Salambha	1,26,028	3,78,084	1,67,220	5,01,660	...	...	41,192	1,23,576
Balambha	12,03,710	36,11,131	10,54,599	31,63,799	1,49,111	4,47,332	...	...
Sambhar	6,51,854	19,55,564	6,53,828	19,61,486	...	...	1,974	5,922
Kansia, Sambhar, &c., mixed... ...	1,16,992	3,50,977	1,29,868	3,89,605	...	...	12,876	38,628
Kokan	7,20,961	8,56,163	7,39,397	8,78,061	...	...	18,436	21,898
Chhutia	7	22	45	135	...	...	38	113
Baragara	1,61,563	11,856	1,08,929	1,29,352	52,634	62,504	...	...
Banwar	80,828	96,124	91,884	1,07,283	...	...	11,056	11,159
Itchapur salt	7,708	9,154	11,110	12,820	...	...	3,402	3,666
Muscat salt	340	404	672	798	...	...	332	394
Khari	1,163	3,489	749	2,245	414	1,244	...	...
Black	5,703	17,109	6,175	18,526	...	...	472	1,417
Rassi	...	...	13	38	...	...	13	38
Salt in saltpetre.	368	1,103	133	403	235	700	...	...
Salt produced at Salt Works, Mallowna and Karour	...	...	9,171	27,513	...	...	9,171	27,513
Salt produced at Saltpetre Refineries	32,659	1,02,288	19,860	62,669	12,799	39,619	...	...
Other salt	824	1,101	2	6	822	1,095	...	...
Total ...	53,77,523	1,43,75,913	51,23,863	1,36,47,024	3,52,622	9,62,313	1,98,962	2,34,324
Deduct Decrease ...	...	...	...	...	98,962	2,34,324	...	...
Net Increase ...	...	...	...	...	253,660	7,27,989	...	...

No. V.

Detail in maunds of the various descriptions of Salt which actually crossed the Inland Customs Line, was sold at the Government Mines, or paid duty at Refineries or Local Works.

Provinces.	Division.	Years.	I. Rock Salt, Shahpur Salt Mines.	II. Bélambha or Bhartpur.	III. Sambhar.	IV. Sultanpuri.	V. Bombay or Kokan.	VI. Sálambha.	VII. Dídwána.	VIII. Madras or Banwar.	IX. Pachbadra or Kansia.	X. Saltpetre Salt.	XI. Baragára.	XII. Other Salt.	XIII. Total.	Remarks.
			Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
PANJAB.	Shahpur Mines	1872-73	13,54,009	...	...	...	...	...	...	...	...	...	...	...	13,54,009	
		1871-72	12,72,775	...	...	...	...	...	...	...	...	...	...	...	12,72,775	
		1870-71	12,75,510	...	...	...	...	...	...	...	...	...	...	...	12,75,510	
		1869-70	14,62,607	...	...	...	...	...	...	...	...	...	...	...	14,62,607	
	Hissar	1872-73	...	...	26,939	...	...	...	2,28,787	...	4	82	...	4,041	2,54,853	(a) Black, Khari and Phallowdi Salts.
		1871-72	...	...	54,027	88	...	...	2,25,594	...	...	...	...	1,964	2,81,673	
		1870-71	...	...	29,831	...	...	...	2,55,531	...	867	82	...	3,281	2,89,592	
		1869-70	...	...	38,960	...	...	...	2,13,847	...	...	...	...	3,001	2,55,808	
	Dehli	1872-73	...	29	2,80,384	5,54,689	...	21,753	1,07,672	...	...	104	...	4,751	9,69,382	(b) Chiefly Black Salt.
		1871-72	...	7	2,89,435	5,58,801	...	15,400	84,485	...	380	21	...	5,810	9,54,339	
		1870-71	...	16	2,46,740	6,88,100	...	50,759	1,20,660	...	304	5	...	8,830	11,15,414	
		1869-70	...	10	2,75,792	6,21,033	...	1,11,902	1,21,549	...	...	...	...	6,903	11,37,189	
	Total	1872-73	...	29	3,07,323	5,54,689	...	21,753	3,31,459	...	4	186	...	8,792	12,24,235	
		1871-72	...	7	3,43,462	5,58,889	...	15,400	3,10,079	...	380	21	...	7,774	12,36,012	
		1870-71	...	16	2,76,571	6,88,100	...	50,759	3,76,191	...	1,171	87	...	12,111	14,05,006	
		1869-70	...	10	3,14,752	6,21,033	...	1,11,902	3,35,396	...	...	...	...	9,904	13,92,997	
N.-W. PROVINCES.	Agra	1872-73	...	12,04,350	2,47,331	389	...	1,10,324	...	...	...	158	...	...	15,62,552	
		1871-72	...	10,47,240	2,24,660	...	...	1,49,945	...	...	...	107	...	7	14,21,959	
		1870-71	...	10,59,897	2,46,096	...	...	1,64,372	...	...	...	47	...	1	14,70,413	
		1869-70	...	11,36,467	2,38,933	2,020	...	2,67,851	...	...	...	...	...	...	16,45,271	
	Jhansi	1872-73	...	...	85,462	...	...	...	...	...	11,485	...	...	28	96,975	
		1871-72	...	...	82,552	...	...	...	...	...	6,230	3	...	51	88,836	
		1870-71	...	...	62,791	...	...	...	...	...	260	1	...	76	63,128	
		1869-70	...	...	83,896	...	...	...	...	...	116	...	...	180	34,192	
	Total	1872-73	...	12,04,350	3,32,793	389	...	1,10,324	...	...	11,485	158	...	28	16,59,527	
		1871-72	...	10,47,240	3,07,212	...	...	1,49,945	...	...	6,230	110	...	58	15,10,795	
		1870-71	...	10,59,897	3,08,887	...	...	1,64,372	...	...	260	48	...	77	15,33,541	
		1869-70	...	11,36,467	2,72,829	2,020	...	2,67,851	...	...	116	...	...	180	16,79,463	

No. V.

Detail in maunds of the various descriptions of Salt which actually crossed the Inland Customs Line, was sold at the Government Mines, or paid duty at Refineries or Local Works—(concluded).

Provinces.	Division.	Years.	I. Rock Salt, Shahpur Salt Mines.	II. Bdambhá or Bhartpur.	III. Sambhar.	IV. Sultanpuri.	V. Bombay or Kokan.	VI. Salambha.	VII. Lídwána.	VIII. Madras or Bánwar.	IX. Pachbadra or Kánsia.	X. Saltpetre Salt.	XI. Baragára.	XI. Other Salt.	XIII. Total.	Remarks.
			Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
99 CENTRAL PROVINCES.	Sagar ...	1872-73 ...	...	...	10,377	...	...	...	...	...	1,05,649	...	...	...	1,16,026	
		1871-72 ...	...	...	7,934	...	...	...	...	...	1,14,842	...	...	2	1,22,778	
		1870-71 ...	...	...	25,799	...	...	...	...	...	83,604	...	...	151	1,09,554	
		1869-70 ...	...	...	40,339	...	...	...	...	...	41,662	...	...	...	82,001	
	Hoshangabad ...	1872-73 ...	...	...	...	...	59,500	...	...	...	1,162	...	1,40,439	(c) 3,750	2,04,851	(c) Includes 3,634 maunds from Dwarka.
		1871-72 ...	...	...	52	...	76,703	...	...	...	5,478	...	73,137	(d) 9,483	1,64,853	(d) Includes 8,544 maunds from Dwarka. and 912 maunds from Surat.
		1870-71 ...	...	...	281	...	88,522	...	...	...	11,431	...	26,584	18	1,21,836	
		1869-70 ...	...	...	6,859	540	46,271	...	...	...	7,794	...	7,843	(e) 1,866	71,173	(e) Chiefly Sambhar and Kansia mixed.
	Nagpur ...	1872-73 ...	...	...	...	...	4,11,140	...	...	...	...	...	...	4,887	4,16,027	(f) 174 maunds from Surat and 14,202 maunds from Dwarka.
		1871-72 ...	...	...	...	...	4,22,408	...	...	...	...	...	...	(f) 14,376	4,36,784	
		1870-71 ...	...	...	...	...	4,38,529	...	...	15	...	...	...	...	4,38,544	
		1869-70 ...	...	...	...	...	5,22,565	...	...	638	...	...	...	...	5,23,203	
	Raipur ...	1872-73 ...	...	...	...	...	...	...	...	84,650	...	...	...	...	84,650	
		1871-72 ...	...	...	...	...	...	...	...	1,02,316	...	...	...	...	1,02,316	
		1870-71 ...	...	...	...	...	...	...	...	93,015	...	...	...	...	93,015	
		1869-70 ...	...	...	...	...	...	...	...	1,00,658	...	...	...	...	1,00,658	
	Total ...	1872-73 ...	...	...	10,377	...	4,70,640	...	...	84,650	1,06,811	...	1,40,439	8,637	8,21,554	
		1871-72 ...	...	...	7,986	...	4,99,111	...	...	1,02,316	1,20,320	...	73,137	23,861	8,26,731	
		1870-71 ...	...	...	26,080	...	5,22,051	...	...	93,030	95,035	...	26,584	169	7,62,949	
		1869-70 ...	...	...	47,198	540	5,68,836	...	...	1,01,296	49,456	...	7,843	1,866	7,77,035	
	Berar ...	1872-73 ...	...	...	...	...	2,39,598	...	...	...	...	...	...	(g) 2,121	2,41,719	(g) Includes 1,929 maunds from Dwarka.
		1871-72 ...	...	...	...	...	2,42,568	...	...	...	...	...	...	(h) 7,827	2,50,395	(h) Includes 7,817 maunds from Dwarka.
		1870-71 ...	...	...	...	...	2,34,886	...	...	...	...	...	...	...	2,34,886	
		1869-70 ...	...	...	...	...	2,31,436	...	...	...	...	...	...	5	2,31,441	
	Total Line ...	1872-73 ...	...	12,04,379	6,50,498	5,55,078	7,10,238	1,32,077	3,31,459	84,650	1,18,300	344	1,40,439	19,578	39,47,035	
		1871-72 ...	...	10,47,247	6,58,660	5,58,889	7,41,679	1,65,345	3,10,079	1,02,316	1,26,930	131	73,137	39,520	38,23,933	
		1870-71 ...	...	10,59,913	6,11,538	6,88,100	7,56,937	2,15,131	3,76,191	93,030	95,466	135	26,584	12,357	39,36,382	
		1869-70 ...	...	11,36,477	6,34,779	6,23,593	8,00,272	3,79,753	3,35,396	1,01,296	49,572	...	7,843	11,955	40,80,936	

STATEMENT V.

INTERNAL BRANCH.	North-Western Provinces ...	1872-73 ...	...	...	...	...	...	...	...	...	...	27,761	...	...	27,761		
		1871-72 ...	...	...	...	...	...	...	...	...	...	16,898	...	...	16,898		
		1870-71 ...	...	...	...	...	...	...	...	...	...	16,246	...	(i) 855	17,101	(i)	Salt manufactured at Karour local works.
		1869-70 ...	...	...	...	...	...	...	...	...	...	14,321	...	...	14,321		
	Oudh	1872-73 ...	...	...	...	...	...	...	...	...	...	4,898	...	...	4,898		
		1871-72 ...	...	...	...	...	...	...	...	...	...	2,963	...	(j) 9171	12,134	(j)	Salt manufactured at Mallowua local works.
		1870-71 ...	...	...	...	...	...	...	...	...	...	2,987	...	(j) 14500	17,487		
		1869-70 ...	...	...	...	...	...	...	...	...	...	2,948	...	...	2,948		
	Total ...	1872-73 ...	...	...	...	...	...	...	...	...	...	32,659	...	...	32,659		
		1871-72 ...	...	...	...	...	...	...	...	...	...	19,861	...	9,171	29,032		
		1870-71 ...	...	...	...	...	...	...	...	...	...	19,233	...	15,355	34,588		
		1869-70 ...	...	...	...	...	...	...	...	...	...	17,269	...	...	17,269		
	GRAND TOTAL ...	1872-73 ...	13,54,009	12,04,379	6,50,493	5,55,078	7,16,238	1,32,077	3,31,459	84,650	1,18,300	33,003	1,40,439	19,578	(k)53,33,703	(k)	Besides this, 12,550 maunds were imported across the line from Cuttack which paid no line duty.
		1871-72 ...	12,72,775	10,47,247	6,58,660	5,58,889	7,41,679	1,65,345	3,10,079	1,02,316	1,26,930	19,992	73,137	48,691	51,25,740		
		1870-71 ...	12,75,510	10,59,913	6,11,538	6,88,100	7,56,937	2,15,131	3,76,191	93,030	96,466	19,368	26,584	27,712	52,46,480		
		1869-70 ...	14,62,607	11,86,477	6,34,779	6,23,593	8,00,272	3,79,753	3,35,396	1,01,296	49,572	17,269	7,843	11,955	55,60,812		

No. VI.

Amount of duty on Salt and Sugar crossing each Division of the Line and amount credited to each Division in 1872-73.

Divisions of the line in which duty was credited.	Divisions of the line across which salt or sugar was imported or exported.	Multán.	Hissar.	Dehli.	Agra.	Jhansi.	Sagar.	Hoshangabad.	Nagpur.	Raipur.	Total.
		£	£	£	£	£	£	£	£	£	£
Multán	Sugar	14,474	...	...	...	...	...	...	...	...	14,474
Hissar	Salt	...	75,817	99,761	...	...	...	...	...	...	175,578
	Sugar	...	15,640	8,481	...	...	...	...	...	...	24,121
	Total ...	...	91,457	108,242	...	...		...	...	...	199,699
Dehli	Salt	...	645	187,374	20,132	...	...	...	...	...	208,151
	Sugar	...	5,273	44,112	680	...	...	...	...	...	50,065
	Total ...	...	5,918	231,486	20,812	...	...	...	...	...	258,216
Agra	Salt	...	...	3,738	449,022	...	...	...	...	...	452,760
	Sugar	...	...	648	37,250	122	...	...	...	...	38,020
	Total ...	...	...	4,386	486,272	122	...	...	...	...	490,780
Jhansi	Salt	...	...	...	...	27,477	...	...	...	...	27,477
	Sugar	...	...	...	...	4,769	16	...	...	...	4,785
	Total ...	...	...	...	...	32,246	16	...	...	...	32,262
Sagar	Salt	...	...	...	...	1,638	34,822	...	...	...	36,460
	Sugar	...	...	...	...	835	1,004	...	...	...	1,839
	Total ...	...	...	...	...	2,473	35,826	...	...	...	38,299
Hoshangabad	Salt	...	...	...	...	...	15	362	...	...	377
	Sugar	...	...	...	...	...	15	8,056	...	...	8,071
	Total ...	...	...	...	...	...	30	8,418	...	...	8,448
Nagpur	Salt	...	...	...	...	...	...	24,143	49,403	...	73,546
	Sugar	...	...	...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	...	24,143	49,403	...	73,546
Raipur	Salt	...	...	...	...	...	...	...	...	10,258	10,258
	Sugar	...	...	...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	...	...	...	10,258	10,258
Grand Total ...	Salt	...	76,462	290,873	469,154	29,115	34,837	24,505	49,403	10,258	984,607
	Sugar	14,474	20,913	53,241	37,930	5,726	1,035	8,056	...	...	141,375
	Total ...	14,474	97,375	344,114	507,084	34,841	35,872	32,561	49,403	10,258	1,125,982

No. VII.

Statement showing the cost per pound in the Districts of the Panjab, North-Western Provinces, Central Provinces, Oudh, and Bengal, of the Salt most commonly consumed by the Lower Classes of the population.*

STATEMENT VII.

Districts in which the salt consumed averaged one halfpenny or less per pound.

District.	Population.	Province.	Description of salt consumed.
Kangra ...	743,882	Panjab.	Mandi or Guma salt.

Districts in which the salt consumed averaged above one halfpenny, but did not exceed three—farthings per pound.

District.	Population.	Province.	Description of salt consumed.
Hoshiarpur ...	938,890	Panjab ...	Mandi or Guma salt.

Districts in which the salt consumed averaged above three farthings, but did not exceed one penny per pound.

District.	Population.	Province.	Description of salt consumed.
Gurgaon ...	696,646	Panjab ...	Rewasa.
Jhilam ...	500,988	Ditto ...	Lahori.
Jallandar ...	794,764	Ditto ...	Mandi.
Simla ...	33,995	Ditto ...	Ditto.
Upper Godavery.	54,680	Central Provinces.	Galli.

Districts in which the salt consumed averaged above one penny, but did not exceed one penny farthing per pound.

District.	Population.	Province.	Description of salt consumed.
Dehra Ismael Khan.	394,864	Panjab ...	Lahori.
Dehli ...	608,850	Ditto ...	Sultanpuri and Salambha.
Firozpur ...	549,253	Ditto ...	Lahori.
Gujarat ...	616.347	Ditto ...	Ditto.
Gujaranwala,	550,576	Ditto ...	Ditto.
Hazara ...	367,218	Ditto ...	Ditto.
Jhang ...	318,027	Ditto ...	Ditto.
Lahor ...	789,666	Ditto ...	Ditto.
Mazaffargarh,	295,547	Ditto ...	Ditto.
Multan ...	471,563	Ditto ...	Ditto.
Shahpur ...	368,796	Ditto ...	Ditto.
Sialkot ...	1,005,004	Ditto ...	Ditto.
Amritsar ...	1,083,514	Ditto ...	Ditto.
Banu ...	287,547	Ditto ...	Ditto.
Gurdaspur ...	655,362	Ditto ...	Ditto.
Montgomery,	359,437	Ditto ...	Ditto.
Rawul Pindi,	711,256	Ditto ...	Ditto.
Aligarh ...	925,538	N.-W. P. ...	Salambha and Sultanpuri.
Agra ...	1,028,544	Ditto ...	Balambha.
Hamirpur ...	520,941	Ditto ...	Ditto.
Moradabad ...	1,095,306	Ditto ...	Balambha and Salambha.
Mathra ...	800,321	Ditto ...	Balambha.
Mainpuri ...	700,220	Ditto ...	Balambha and Salambha.
Bancurah ...	526,772	Bengal ...	Liverpool.
Bakarganj ...	2,377,433	Ditto ...	Ditto.

* Assuming the value of a rupee to be two shillings.

No. VII.

STATEMENT VII. *Statement showing the cost per pound in the Districts of the Panjab, North-Western Provinces, Central Provinces, Oudh, and Bengal, of the Salts, &c.*—(continued.)

Districts in which the salt consumed averaged above one penny farthing, but did not exceed one and-a-half pence per pound.

District.	Population.	Province.	Description of salt consumed.
Hissar ...	484,681	Panjab ...	Dídwána.
Karnal ...	610,927	Ditto ...	Sultanpuri.
Ludhiana ...	583,245	Ditto ...	Lahori.
Rohtack ...	536,959	Ditto ...	Dídwána.
Sirsa ...	210,795	Ditto ...	Lahori.
Amballa ...	1,035,488	Ditto ...	Ditto.
Dehra Doon ...	102,831	N.-W. P....	Salambha and Lahori.
Bijnour ...	690,975	Ditto ...	Sambhar.
Bulandshahar,	800,431	Ditto ...	Salambha and Sultanpuri.
Banda ...	724,372	Ditto ...	Balambha.
Cawnpur ...	1,188,862	Ditto ...	Sálambha and Balambha.
Etah ...	614,351	Ditto ...	Salambha and Balambha.
Etawah ...	626,444	Ditto ...	Salambha and Balambha.
Farrackhabad,	915,943	Ditto ...	Salambha and Sultanpuri.
Fathipur ...	680,786	Ditto ...	Balambha and Salambha.
Meerut ...	1,199,593	Ditto ...	Sultanpuri and Dídwána.
Saharanpur ...	866,483	Ditto ...	Sultanpuri and Salambha.
Shahjahanpur,	1,016,844	Ditto ...	Salambha.
Tarai ...	91,802	Ditto ...	Sultanpuri and Salambha.
Faizabad ...	1,038,195	Oudh ...	Salambha and Balambha.
Gondah ...	750,000	Ditto ...	Salambha and Balambha.
Lucknow ...	630,259	Ditto ...	Balambha and Sultanpuri.
Onao ...	591,141	Ditto ...	Ditto.
Hoshangabad,	427,418	C. Provinces,	Kokan.
Jabalpur ...	620,201	Ditto ...	Salambha and Kokan.
Nagpur ...	634,121	Ditto ...	Kokan. ...
Nimar ...	226,969	Ditto ...	Ditto.
Seoni ...	455,462	Ditto ...	Ditto.
Wardah ...	343,485	Ditto ...	Ditto.
Bhagalpur ...	1,826,290	Bengal ...	Liverpool.
Birbhum ...	695,921	Ditto ...	Karkach.
Bardwan ...	2,034,745	Ditto ...	Ditto and Liverpool.
Chittagong ...	1,127,402	Ditto ...	Liverpool.
Cachar ...	205,027	Ditto ...	Ditto.
Cuttack ...	1,494,784	Ditto ...	Karkach.
Dacca ...	1,852,993	Ditto ...	Liverpool.
Farridpur ...	1,012,589	Ditto ...	Ditto.
Santhal Parganahs ...	1,259,287	Ditto ...	Ditto. Muscat Dela.
Gowalparah ...	444,761	Ditto ...	Pangah.
Hooghly with Howrah ...	1,488,556	Ditto ...	Liverpool.
Calcutta ...	447,601	Ditto ...	Pangah.
Jessor ...	2,075,021	Ditto ...	Liverpool.
Kamrup ...	561,681	Ditto ...	Ditto.
Lakhimpur ...	121,267	Ditto ...	Muscat Dela.
Mymensing ...	2,349,917	Ditto ...	Liverpool.
Maldah ...	676,426	Ditto ...	Ditto.
Murshedabad,	1,353,626	Ditto ...	Karkach.
Noakhali ...	713,934	Ditto ...	Liverpool.
Nadia ...	1,812,795	Ditto ...	Ditto.
Pori ...	769,674	Ditto ...	Karkach.
Patna ...	1,559,638	Ditto ...	Pangah and Karkach.
Pubna ...	1,211,594	Ditto ...	Liverpool.
Rajshahi ...	1,310,729	Ditto ...	Ditto.
Sylhet ...	1,719,539	Ditto ...	Ditto.
Saran ...	2,063,860	Ditto ...	Ditto.
Shahabad ...	1,723,974	Ditto ...	Karkach.
Tipperah ...	1,533,931	Ditto ...	Pangah.
Twenty-four Parganahs,	2,210,047	Ditto ...	Liverpool and Muscat Dela

Districts in which the salt consumed averaged above one and-a-halfpence, but did not exceed one penny three farthings per pound.

District.	Population.	Province.	Description of salt consumed.
Dehra Ghazi Khan.	308,840	Punjab ...	Lahori.
Allahabad ...	1,393,183	N.-W. P.,	Balambha.
Azimgarh ...	1,385,872	Ditto ...	Ditto.
Ajmir ...	426,268	Ditto ...	Lahori.
Badaon ...	889,810	Ditto ...	Salambha.
Benares ...	793,277	Ditto ...	Balambha.
Basti ...	1,455,697	Ditto ...	Saffari.
Garhwal ...	248,742	Ditto ...	Sultanpuri.
Gorakpur ...	3,439,513	Ditto ...	Saffari.
Ghazipur ...	1,342,234	Ditto ...	Balambha.
Jounpur ...	1,015,427	Ditto ...	Ditto.
Lallatpur ...	248,146	Ditto ...	Sambhar.
Mazaffernaggar.	682,212	Ditto ...	Sambhar and Lahori.
Mirzapur ...	1,054,413	Ditto ...	Balambha.
Baraich ...	570,778	Oudh ...	Ditto.
Barabanki ...	743,235	Ditto ...	Ditto.
Hardui ...	909,984	Ditto ...	
Kheri ...	527,890	Ditto ...	Salambha and Sultanpuri.
Pratabgurh...	724,739	Ditto ...	Balambha.
Roy Bareilly,	676,249	Ditto ...	Ditto.
Sultanpur ...	433,016	Ditto ...	Salambha and Balambha.
Seetapur ...	743,235	Ditto ...	Sultanpuri.
Bilaspur ...	699,468	C. Provinces,	Kokan.
Bhandara ...	748,161	Ditto ...	Ditto.
Chanda ...	537,295	Ditto ...	Ditto.
Chindwara...	327,875	Ditto ...	Ditto.
Mandla ...	187,699	Ditto ...	Sambhar.
Narsingpur...	336,796	Ditto ...	Kokun and Baragar.
Sagar ...	498,642	Ditto ...	Sambhar.
Balasor ...	770,232	Bengal ...	Pangah.
Bhograh ...	689,467	Ditto ...	Liverpool.
Champarun...	1,440,815	Ditto ...	Ditto.
Dinajpur ...	1,501,924	Ditto ...	Ditto.
Gya ...	1,949,750	Ditto ...	Ditto.
Hazaribagh...	771,875	Ditto ...	Ditto.
Midnapur ...	2,540,963	Ditto ...	Pangah and Liverpool.
Maunbhum...	995,570	Ditto ...	Ditto.
Nowgong ...	256,390	Ditto ...	Pangah.
Purneah ...	1,714,795	Ditto ...	Liverpool.
Tirhut ...	4,384,706	Ditto ...	Pangah and Liverpool.

OF THE ASIATIC

No. VII.

STATEMENT VII.

Statement showing the cost per pound in the Districts of the Panjab, North-Western Provinces, Central Provinces, Oudh, and Bengal, of the Salt, &c.—(concluded.)

Districts in which the salt consumed averaged above one penny three farthings, but did not exceed twopence per pound.

District.	Population.	Province.	Description of salt consumed.
Jalaun ...	405,604	N.-W. P.	Sambhar.
Jhansi ...	357,442	Ditto ...	Ditto.
Bareilly ...	1,381,334	Ditto ...	Salambha and Balambha.
Kumaon ...	385,790	Ditto ...	Sultanpuri.
Balaghat ...	33,978	C. Provinces,	Kokan.
Baitul ...	244,854	Ditto ...	Ditto.
Damoh ...	262,641	Ditto ...	Ditto.
Raipur ...	952,754	Ditto ...	Kokan and Banwar.
Sambhalpur,	452,348	Ditto ...	Bumahligorah.
Darrang ...	239,009	Bengal ...	Liverpool.
Lohardagga,	1,237,123	Ditto	Pangah and Liverpool.
Monghyr ...	1,812,986	Ditto	Karkach
Rangpur ...	2,149,972	Ditto	Pangah and Liverpool.
Singbhum ...	415,023	Ditto	Pangah.
Jalpigori ...	418,665	Ditto	Liverpool.

Districts in which the salt consumed averaged above twopence, but did not exceed twopence farthing per pound.

District.	Population.	Province.	Description of salt consumed.
Sibsagar.	296,589	Bengal ...	Pangah.

Districts in which the salt consumed averaged above two and-a-halfpence, but did not exceed twopence three farthings per pound.

District.	Population.	Province.	Description of salt consumed.
Darjiling ...	94,712	Bengal ...	Pangah.

SYNOPSIS OF STATEMENT VII.

Rate per pound.	Districts and their population consuming at each rate.												Total.
	Number of districts.	Panjab.	Number of districts.	N.-W. Provinces.	Number of districts.	Central Provinces.	Number of districts.	Oudh.	Number of districts.	Bengal.	Number of districts.		
Not exceeding ½*d.*	1	743,882	...	...	...	...	...	...	...	...	1		743,882
Exceeding ½*d.* and not exceeding ¾*d.*	1	938,890	...	...	...	...	...	...	...	...	1		938,890
Do. ¾*d.* ditto 1*d.*, ...	4	2,026,393	...	...	1	54,680	...	...	...	...	5		2,081,073
Do. 1*d.* ditto 1¼*d.* ...	17	9,462,827	6	5,070,870	...	...	...	...	2	2,904,205	25		17,437,902
Do. 1¼*d.* ditto 1½*d.* ...	6	3,462,095	13	9,519,717	6	2,707,656	4	3,009,595	29	37,657,609	58		56,356,672
Do. 1½*d.* ditto 1¾*d.* ...	1	308,840	13	14,374,794	7	3,335,936	8	5,328,626	11	17,016,487	40		40,364,683
Do. 1¾*d.* ditto 2*d.* ...	...	...	4	2,530,170	5	1,946,575	...	...	6	6,269,778	15		10,746,523
Do. 2*d.* ditto 2¼*d.* ...	...	...	...	...	...	...	...	...	1	296,589	1		296,589
Do. 2¼*d.* ditto 2¾*d.* ...	...	...	...	...	...	...	...	...	1	94,712	1		94,712
Total ...	30	16,942,927	36	31,495,551	19	8,044,847	12	8,338,221	50	64,239,380	147		129,060,926

No. VIII.

PART I.—Statement showing the Course of the Salt Trade and the Quantity which crossed each Section of the Inland Customs Line during the year 1874-75.

Name of Division	Name of Post.	Description and quantity of salt which passed each post.												From post.				To post.				Remarks.
		Rock Salt.	Bakreeda or Sharpur.	Sambhur.	Sultanpur.	Sohawa.	Bombay or Kohat.	Burgoon.	Dalwalia.	Madoa or Bhawal.	Pachbhaia or Kasola.	Sultanpur Salt.	Other Salt.	Total.	Name of Salt mart from which the Post is supplied.	Distance in miles.	Direction.	Nature of communication.	Description of carriage.	Average cost of carriage in pice.	Name of marts to which the Salt crossing the Line, or supplied from the mines, finds its way.	Distance in miles.	Direction.	Nature of communication.	Description of carriage.	Average cost of carriage per mile.	
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.													
Khewra Depôt		42,504·23	...	...	...	...	...	...	...	...	...	...	...	42,504·23	Rawalpindi ...	91 miles.	N. by E.	Kutcha road.	Carts, bullocks, camels, asses, dolas, and boats.	...	Rawalpindi ...	91 miles.	N. & E.	Kutcha ...	Pack-cattle, carts in boats.	...	Original investment.
		44,314·04	...	...	...	...	...	...	...	...	...	...	...	44,314·04													
		22,116·08	...	...	...	...	...	...	...	...	...	...	...	22,116·08													
		20,779·0	...	...	...	...	...	...	...	...	...	...	...	20,779·0													
		20,247·17	...	...	...	...	...	...	...	...	...	...	...	20,247·17													
		5,160·03	...	...	...	...	...	...	...	...	...	...	...	5,160·03													
		720	...	...	...	...	...	...	...	...	...	...	...	720													
		4,59,119·03	...	...	...	...	...	...	...	...	...	...	...	4,59,119·03													
		22,174·07	...	...	...	...	...	...	...	...	...	...	...	22,174·07													
		470·07	...	...	...	...	...	...	...	...	...	...	...	470·07													
		1,13,009·34	...	...	...	...	...	...	...	...	...	...	...	1,13,009·34													
		20,093·30	...	...	...	...	...	...	...	...	...	...	...	20,093·30													
		31,494·07	...	...	...	...	...	...	...	...	...	...	...	31,494·07													
		1,37,730·30	...	...	...	...	...	...	...	...	...	...	...	1,37,730·30													
		23,874·04	...	...	...	...	...	...	...	...	...	...	...	23,874·04													
		14,459·30	...	...	...	...	...	...	...	...	...	...	...	14,459·30													
		341·0	...	...	...	...	...	...	...	...	...	...	...	341·0													
		5,036·0	...	...	...	...	...	...	...	...	...	...	...	5,036·0													
		1,634·0	...	...	...	...	...	...	...	...	...	...	...	1,634·0													
		13,336·34	...	...	...	...	...	...	...	...	...	...	...	13,336·34													
		3,440·0	...	...	...	...	...	...	...	...	...	...	...	3,440·0													
		5,942·30	...	...	...	...	...	...	...	...	...	...	...	5,942·30													
		4,314·30	...	...	...	...	...	...	...	...	...	...	...	4,314·30													
		5,386·30	...	...	...	...	...	...	...	...	...	...	...	5,386·30													
		100·0	...	...	...	...	...	...	...	...	...	...	...	100·0													
		1,10,6·35	...	...	...	...	...	...	...	...	...	...	...	1,10,6·35													
		4,179·08	...	...	...	...	...	...	...	...	...	...	...	4,179·08													
	Total ...	11,33,437·12	...	...	...	...	...	...	...	...	...	...	...	11,33,437·12							Warehoused at Depôt,...	...	...	Kutcha road ...	Ditto.		
Sardi Depôt		45,456·32	...	...	...	...	...	...	...	...	...	...	...	45,456·32	...	...	...	...	...	...	Rawalpindi ...	92	N. by E.	Kutcha road ...	Bullocks, camels, donkeys, &c.	...	Original investment.
		29·0	...	...	...	...	...	...	...	...	...	...	...	29·0							Jhilum ...	89	E.	Ditto ...	Ditto.		
		29·25	...	...	...	...	...	...	...	...	...	...	...	29·25							Shahpur ...	39	S. by W.	Ditto ...	Ditto.		
		86·0	...	...	...	...	...	...	...	...	...	...	...	86·0							Gujranwalla ...	100	S.E. by E.	Ditto ...	Ditto.		
		29·0	...	...	...	...	...	...	...	...	...	...	...	29·0							Dhera ...	20	S.	Ditto ...	Ditto.		
		31·0	...	...	...	...	...	...	...	...	...	...	...	31·0							Hazara ...	151	N.	Ditto ...	Ditto.		
		12,365·07	...	...	...	...	...	...	...	...	...	...	...	12,365·07							Amritsar ...	142	S. by E.	Ditto and rail ...	Ditto.		
		300·00	...	...	...	...	...	...	...	...	...	...	...	300·00							Ambalia ...	300	E.	Ditto ditto ...	Ditto.		
		37·0	...	...	...	...	...	...	...	...	...	...	...	37·0							Patialia ...	228	E.	Ditto ditto ...	Ditto.		
		2,677·03	...	...	...	...	...	...	...	...	...	...	...	2,677·03							Warehoused at Depôt ...	...	...	Kutcha road ...	Ditto.		
	Total ...	62,537·43	...	...	...	...	...	...	...	...	...	...	...	62,537·43													
Wanika Depôt		16,332·30	...	...	...	...	...	...	...	...	...	...	...	16,332·30	...	...	...	...	...	...	Shahpur ...	38	E.	Kutcha road ...	Bullocks, camels, donkeys, mules, bears, &c.	...	Original investment.
		338·33	...	...	...	...	...	...	...	...	...	...	...	338·33							Kushak ...	39	E.	Ditto ...	Ditto.		
		47,050·17	...	...	...	...	...	...	...	...	...	...	...	47,050·17							Amritsar ...	191	E. by W.	Ditto and rail ...	Ditto.		
		110·0	...	...	...	...	...	...	...	...	...	...	...	110·0							Lahore ...	153	E. by W.	Kutcha road ...	Ditto.		
		10,257·0	...	...	...	...	...	...	...	...	...	...	...	10,257·0							Multan ...	197	S.W. by W.	Water ...	Ditto.		
		370	...	...	...	...	...	...	...	...	...	...	...	370							Hoshiarpur ...	224	N.	Kutcha road and rail	Ditto.		
		110·0	...	...	...	...	...	...	...	...	...	...	...	110·0							Ferozpur ...	261	S. W.	Ditto ditto ...	Ditto.		
		26,252·30	...	...	...	...	...	...	...	...	...	...	...	26,252·30							Jhang ...	160	S. W. by W.	Ditto and water,	Ditto.		
		1210	...	...	...	...	...	...	...	...	...	...	...	1210							Montgomery ...	170	S.	Kutcha road ...	Ditto.		
		110	...	...	...	...	...	...	...	...	...	...	...	110							Bannu ...	98	W.	Ditto ...	Ditto.		
		317·00	...	...	...	...	...	...	...	...	...	...	...	317·00							Dehra Ismail Khan ...	190	W.	Ditto ...	Ditto.		
		8,945·34	...	...	...	...	...	...	...	...	...	...	...	8,945·34							Warehoused at Depôt ...	...	...	Ditto ...	Ditto.		
	Total ...	1,93,757·07	...	...	...	...	...	...	...	...	...	...	...	1,93,757·07													
Kalabagh Depôt		15,262·07	...	...	...	...	...	...	...	...	...	...	...	15,262·07	...	...	...	...	...	...	Rawalpindi ...	130	N. E.	Kutcha road ...	Camels, bullocks, mules, donkeys, and boats.	...	Original investment.
		1,59·07	...	...	...	...	...	...	...	...	...	...	...	1,59·07							Jhilum ...	120	N. by E.	Ditto ...	Ditto.		
		1,68·17	...	...	...	...	...	...	...	...	...	...	...	1,68·17							Moosiliyyah ...	100	S. W.	Water ...	Ditto.		
		1,31·16	...	...	...	...	...	...	...	...	...	...	...	1,31·16							Dawa ...	60	W.	Kutcha road ...	Ditto.		
		6,15·0	...	...	...	...	...	...	...	...	...	...	...	6,15·0							Dehra Ismail Khan ...	90	S. W.	Water ...	Ditto.		
		50,19·16	...	...	...	...	...	...	...	...	...	...	...	50,19·16							Bannu ...	140	N.	Water ...	Ditto.		
		30·0	...	...	...	...	...	...	...	...	...	...	...	30·0							Dehra Ghazi Khan ...	190	W.	Kutcha road ...	Ditto.		
		2,252·17	...	...	...	...	...	...	...	...	...	...	...	2,252·17							Warehoused at Depôt ...	...	...	Water ...	Ditto.		
	Total ...	63,177	...	...	...	...	...	...	...	...	...	...	...	63,177													
	Grand Total ...	13,54,909·09	...	...	...	...	...	...	...	...	...	...	...	13,54,909·09													

NO. VIII.

PART I.—Statement showing the Course of the Salt Trade and the Quantity which crossed each Section of the Inland Customs Line during the year 1872-73.—(continued).

State of Division.	Name of Post.	Description and quantity of Salt which passed each Post.													Name of Salt mart from which the Post is supplied.	From Post.		Nature of communication.	Description of carriage.	Average cost of carriage to Line.	Names of marts to which the Salt passing the Post is supplied from the Mines, Sea or Agency.	From Post.		Nature of communication	Description of carriage	Average cost of carriage per mile.	Remarks.
		Rock Salt.	Saltpetre or Bluestone	Sambhur.	Sahanbia.	Tonkay or Kohat.	Bonigania.	Guleria.	Mallun or Bawree.	Pachkoha or Vigah.	Saltpetre Salt.	Sultanpur.	Callap Salt.	Total.		Distance in miles.	Direction.					Distance in miles.	Direction.				
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.												
Bhera.	Lentil	...	...	...	...	...	...	...	...	...	...	...	2·40	2·40	Bhawar	12 miles.	S.	Kutcha road ...	Camels ...	4 annas per md.	...	...	...	...	...	Salsoil salt sold. No regular trade
	Sahowalla	...	...	...	...	...	...	...	...	...	...	...	42·08	42·08	Sirsa and Kuria ...	108·14	S. E. S. W.	Ditto ...	Ditto ...	½ pie per md. per mile.	No trade mart ... ground lies for consumption within Customs jurisdiction.	71 miles	N.	Kutcha road	Camels ...	½ pie per mound.	The camels take grain and bring back salt.
	Darbi	...	...	...	...	...	...	...	...	...	...	...	764·20	764·20	Sirsa ... ... Fatehabad	4 ,, 50 ,,	S.S.W. S. W.	Ditto ...	Ditto ...	1½ pie per md. per mile.	Sirsa ... ... Fatehabad	68 ,, 68 ,,	N.N.W. N. E.	Ditto ...	Ditto ...	1½ pie per md. per mile.	Original investment.
	Jodhke	...	...	...	...	...	...	...	...	...	...	...	1,102·02	1,102·02	Sirsa	14 ,,	W.	Ditto ...	Ditto ...	1 pie per md.	Ditto ...	16 ,,	W.	Ditto ...	Ditto ...	1 pie per md.	As a return freight, the original investment being cotton, ghee, oil, &c.
	Shaitra	...	...	...	...	...	...	...	...	...	...	...	81·08	81·08	Ditto	20 ,,	W.	Ditto ...	Ditto ...	2 annas ,,	Ditto ...	18 ,,	N. E.	Ditto ...	Ditto ...	1 anna per md.	Salt is usually an original investment, return freight, ghee, oil, &c., When salt is the return freight, grain is usually the original investment.
	Lalwi	...	...	...	...	...	...	...	...	...	...	...	2,459·08	2,459·08	Bahawal	12 ,,	W.	Ditto ...	Ditto ...	1 anna ,,	Vide Sahowalla ...	46	N.	Ditto ...	Ditto ...	1 pie per md. per mile.	Original investment.
	Kuri	...	...	...	...	...	...	...	...	...	...	...	17,181·08	17,181·08	Ditto	12 ,,	Due S.	A village track...	Carts and camels...	1½ anna ,,	Gohana ... Shamli ...	54 90	N. E. E.	Ditto ...	Carts and camels.	1½ pie per md.	Salt comes as an original investment, sugar is occasionally the return freight.
	Hasel	...	...	1·20	...	...	...	...	...	...	...	...	2,457·01	2,458·01	Bhawal ... ... Bahawal	25 ,, 30 ,,	S. E. W.	Kutcha road ...	Ditto ...	3½ annas ,, 3 annas ,,	Hasel ... Gohana ... Panipat ...	1 37 70	N. N. E. E.	Ditto ...	Ditto ...	3 pies per md. 1 an. ,, 6 as. ,,	Original investment ; return freight sugar, grain, &c.
	Mundahal	...	...	66·24	...	...	...	...	...	...	...	...	29,979·04	30,039·28	Bhawal	12 ,,	S. E.	Ditto ...	Ditto ...	2 as. 3 pie per maund.	Shamli ...	86	N.	Ditto ...	Ditto ...	3 annas ...	Original investment, return freight sugar chiefly.
	Mohim	...	...	4,012·14	...	...	...	...	...	...	62·32	...	57,130·28	61,204·74	Ditto	16 ,,	S. W.	Ditto ...	Carts, camels, and donkeys.	1½ anna per md.	Saharanpur ...	120	N. E.	Partly kutcha partly pucca.	Carts, camels & donkeys.	1½d of a pie per md. per mile.	Original investment, return freight sugar.
																					Ditto ... Ditto ...	89 79	N E. N. E.	Kutcha ... Ditto ...		⅛th ditto ⅛th ditto	
	Bassan	...	...	22,950*	...	...	...	...	...	...	...	...	1,174·01	141,069*	Sambar ... Bhawan ... Bhawani ...	200 ,, 175 ,, 16 ,,	S. W.	Ditto ...	Camels and carts	12 as. 6 pie p. md. 14 ,, ,, 1 ,, 8 ,,	Saharanpur, Nagina, Gohana, Sonpat, Sagpat, Shamli.	...	...	...	...	...	Original investment, return freight being sugar or gur.
	Total ...	...	...	26,559·39	...	...	...	2,31,736·02	...	4	62·32	...	4,049·97	2,54,412·10												
Dhuri.	Asal	...	...	64,890·37	...	...	...	80,852·15	...	...	19·41	...	3,306·56	2,49,068·49	Bhawal	99 ,,	S. W.	Ditto ...	Ditto ...	An average of 1 pie per maund per mile.	Hatrass ... Bareilly ... Shahjehanpur ... Lucknow ... Allahabad ... Mirzapur ... Cawnpur ... Jubulpur ... Bhurjul ... Sonpat ... Pilibhit ...	147 212 236 349 440 406 321 661 49 45 189	S. S. S. E. E. E. E. E. E. E. E.	Kutcha road. Partly kutcha and partly pucca. Kutcha and pucca.	Carts and rail. ...	An average of 1 pie per maund per mile.	Original investment, return freight sugar and hard-ware.
	Bari	...	...	1,950·78	...	...	...	7,980·4	...	...	65	...	1243·	2,30,973	Ditto	39 ,,	N. W.	Ditto ...	Ditto ...	1·70 of a pie per mile.	Delhi ...	62	E.	Kutcha road.	Carts and camels.	1·70 of a pie per mile.	Ditto.
	Jhajjar	...	...	6,804·74	...	...	...	30·71	...	...	...	34,952·04	...	63,149·36	Rewari, Bhawani, Kalanfan, Sultana.	38 ,, 39 ,, 2 ,, 2 ,,	S. W. S. S.	Village road ... Ditto ... Ditto ... Ditto ...	Ditto ... Ditto ... Ditto ... Ditto ...	0 3½ 0 3½ 0 4½ 0 8½	Delhi ... Ditto ... Ditto ... Ditto ...	36 ,, ,, ,,	N. E. N.E. N. E. N. E.	Village road	Ditto ...	0 3½	Original investment, return freight sugar and rice.

No. VIII.

PART I.—Statement showing the Course of the Salt Trade and the Quantity which crossed each Section of the Inland Customs Line during the year 1872-73.—(continued).

Name of Port.	Description and quantity of salt which passed each post.												Total.	Name of Salt sent from which the Post is supplied.	From post.		Nature of communication.	Description of carriage.	Average cost of carriage to Port.	Name of ports to which the Salt covering the Line of Customs Posts, enters duty.	From post.		Nature of communication.	Description of carriage.	Average cost of carriage per mile.	Remarks.
	Rock Salt.	Sulambu or Sherpur.	Sambhar.	Sollapur.	Sulambu.	Bardoy or Kilon.	Bargara.	Dilawal.	Modur or Bauwar.	Pachadra or Kanda.	Sulapuri Salt.	Other Salt.			Distance in miles.	Direction.					Distance in miles.	Direction.				
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.													
Inland Transit—(concluded). Ballé	...	...	4,749·06	7,17,990·37	...	...	...	...	...	...	...	...	9,62,745·43	Hiwari ... ... Sultanpur	28 miles. 6 „	S. W. S.	Kutcha road ...	Carts and camels.	1·33 pice per maund per mile.	Bahadurgarh, Najafgarh ... Delhi ...	12 miles. 18 „ 30 „	N. N. E. E.	Kutcha road ...	Cart ...	1½ pie per md. per mile.	Original investment, return freight sugar, ghee, &c.
Gadri Barrara	...	...	19,425·31	1,81,612·74	...	...	...	...	...	...	...	...	2,01,038·05	Hiwari ... ... Sultanpur	32 „ 6 „	S. W. W.	Ditto ...	Ditto ...	1 pie per mile. 1 anna 3 pie per mile.	Delhi ...	32 „	W.	Partly kutcha & partly pucca.	Carts and camels.	2½ pie per mile.	Salt as an original investment, sugar as return freight, or raw cotton.
Bhandri	...	...	558·03	...	681·53	...	...	...	...	...	...	...	1237·56	Hiwari ... ... Sultanpur ... ... Nob	30 „ 14 „ 14 „	W. S. W. S. W.	Ditto ...	Ditto ...	2 pie and 1½ pie per mile. 2 pie per mile.	Sambhar and Sultanpur, for consumption in the neighbourhood of the Line. No taxables to Delhi.	30 „	S.	Ditto ...	Ditto ...	1 „ ...	Original investment, return freight sugar.
Ballast	...	...	17,651·31	93	2,339·06	...	...	...	...	...	...	...	20,083·37	Sambhar ... ... Hiwari	30 „	S. W.	Ditto ...	Ditto ...	3 annas per maund.	Sambhar ... Farrukhabad, Tappal ... Khurja ...	18 „ 30 „ 72 „ 99 „	N. E. E. N. E. E.	Kutcha. ... Ditto ... Ditto ... Ditto ...	Camels and donkeys. Ditto ... Ditto ... Ditto ...	2½ annas per maund. 3½ annas per maund.	Original investment, grain and ghee return freight.
														Nob	14 „	S. W.	Ditto ...	Ditto ...	Carts, 3½ pie per maund. Camels, 2½ annas per maund.	...	...	...	...	...	...	Original investment, return freight grain.
																				Delhi ...	42 „	E.	Ditto ...	Ditto ...	1½ annas	
																				Chandowsi ...	111 „	E.	Ditto ...	Ditto ...	2½ „ ...	
																				Kanla ...	30 „	E.	Ditto ...	Ditto ...	Ditto ...	
Pahsi	...	...	4·06	5,309·4	2·03	...	...	...	...	...	...	...	11,307·35	Nob	20 „	W.	Ditto ...	Carts and camels	2 pie per maund per mile.	Chandowsi ...	130 „	W. E.	Kutcha-pucca road.	Carts and camels.	Average 1 pie per maund of per mile.	Original investment.
														Hiwari ... ... Firozpur	45 „ 30 „	W. S. W.	Ditto ... Ditto ...	Ditto ... Ditto ...		Dhuncurah ... Pilibhit ... Shahjahanpur, Jewar ... Tappal ...	50 „ 170 „ 190 „ 50 „ 30 „	W. E. W. E. E. E. E.	Ditto ... Ditto ... Ditto ... Ditto ... Kutcha road.	Ditto ... Ditto ... Ditto ... Ditto ... Ditto ...		
Bhalai	...	...	12·18	2304·39	...	...	...	...	...	...	...	...	2,316·57	Ferozpur ... ... Nob	37 „ 30 „	W. W.	Ditto ... Ditto ...	Asses, buffaloes ... Carts and camels.	3 annas per mile. 3 annas 9 pice per maund.	Aligarh ... Hathras ...	33 „ 43 „	E. E.	Ditto ... Ditto ...	Carts, camels, and buffaloes. Ditto ...	11 annas and 4 pie. 3 annas and 9 pie.	Return freight, original investment sugar and grain.
Total ...	...	...	20·24	283,302·21	324,050·24	31,252·16	...	107,671·23	...	...	104·41	4,75·06	8,68,302·15													
Rind	...	...	132·43	3,332·16	...	11,332·16	...	...	...	...	...	...	15,315·59	Nob	35 „	W.	Common kutcha road.	Carts and camels.	3 annas per maund.	Hathras ...	43 „	S. E.	Miles 28 pucca, 8 kutcha.	Carts and camels.	1 pie ...	Return freight.
														Ferozpur	30 „	W.	Ditto ...	Donkeys and ponies.	2 annas and 8 pice.	Shergarh ...	16 „	E.	Kutcha ...	Ditto and donkeys.	1 „ ...	Original investment.
														Nooies	72 „	W.	Ditto ...	Ditto ...	1 anna and 4 pie.	Ditto ...	...	...	Pucca ...	Ponies ...	1½ „ ...	
														Pumahana	30 „	W.	Ditto ...	Ditto ...	2 annas ...	Ditto ...	...	...	...	...	1½ „ ...	
Chegumba	...	...	61,397·76	479·37	209·11	93,952·21	...	...	...	...	...	...	1,56,540·71	Nob	30 „	W.	Pucca ...	Carts ...	2 annas and 3 pice.	Hathras ...	33 „	N. E.	Pucca ...	Carts ...	About 3 pie of a pie.	Original investment, return freight sugar.
														Dang	18 „	S.	Ditto ...	Ditto and camels.	1 anna and 4 pice.	Shahjahanpur, Chowpur ... Faizabad ... Bartaambha, Oriaak ...	178 „ 204 „ 231 „ 181 „ 140 „	S. E. E. E. E. E.	Ditto ... Ditto ... Ditto ... Ditto ... Kutcha and pucca.	Ditto ... Ditto ... Ditto ... Ditto ... Ditto ...		
																				Pilibhit ...	238 „	N. E.	Pucca ...	Carts and camels.		
																				Bareilly ...	177 „	E. E.	Ditto ...	Ditto ...		
Sitoha	...	...	406,477·68	1,112·10	...	2,339·74	...	...	...	...	20·64	...	4,99,849·21	Dang	18 „	S. W.	Pucca ...	Ditto ...	1 anna and 6 pice.	Mainpuri ...	2 „	N. E.	Ditto ...	Carts ...	1 pie ...	Original investment, continues as a return freight for sugar and ghee.
														Kuishber	30 „	S. W.	Miles 6 pucca, 14 kutcha.	Carts ...	1 anna and 10 pice.	Hathras ...	29 „	N. E.	Ditto ...	Ditto ...	1 „ ...	
														Nob	44 „	S. W.	Kutcha ...	Ditto ...	3 annas and 6 pice.	Hindaoun ...	16 „	N.	Ditto ...	Ditto ...	1 „ ...	
														Jaipur	160 „	S. W.	Miles 40 kutcha, 80 pucca.	Carts and buffaloes.	14 annas ...	Kas'ganj ...	80 „	N. E.	Ditto ...	Ditto ...	1 „ ...	
																				Fatehad ...	200 „	E.	Ditto ...	Ditto ...	1 „ ...	
																				Bareilly ...	170 „	N. E.	Ditto ...	Ditto ...	1 „ ...	
																				Shahjahanpur,	240 „	N.	Ditto ...	Carts and camels.	1 „ ...	
																				Kasganj ...	120 „	E.	Ditto ...	Carts ...	1 „ ...	
																				Pilibhit ...	225 „	N.	Ditto ...	Ditto ...	1 „ ...	

No. VIII.

PART I.—Statement showing the Course of the Salt Trade and the Quantity which crossed each Section of the Inland Customs Line during the year 1872-73—(continued).

Name of Division.	Name of Post.	Description and quantity of salt which passed each post.													From post.		To post.								Remarks.
		Rock Salt.	Sulambia or Bhartpur.	Sambhar.	Pachbhadra.	Sulambia.	Pachbhra or Kohat.	Bahrain.	Dilawas.	Nokha or Barwar.	Nokha or Barwar.	Pachbhra or Khoda.	Sultanpur Salt.	Other Salt.	Total.	Name of Salt mart from which the Post is supplied.	Distance in miles.	Direction.	Nature of communication.	Description of carriage.	Average cost of carriage to Line.	Name of route by which the Salt is supplied from the mines to the Post.	Distance in miles.	Direction.	Nature of communication.	Description of carriage.	Average cost of carriage per mile.	
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.												
Agra.	Tarsi	—	68,030·00	22,810·00	—	—	—	—	—	—	—	—	91·00	—	90,931·00	Bharipur	17 miles.	S.	Pucca ...	Chiefly carts and camels.	1 pie per md.	Mathura ...	14 miles.	N. E.	Pucca ...	Chiefly carts and camels.	1 pie per md.	Original investment sometimes as a return freight for sugar and goor.
	Farah	—	43,812	72	—	3,519	—	—	—	—	—	—	—	—	47,403	Balanagarh	30 „	W.	Kutcha ...	Carts ...	1 pie ...	Agra ...	30 „	E.	Ditto ...	Carts ...	Ditto ...	Ditto Ditto.
																Bharipur	14 „	S. W.	Ditto ...	Ditto ...	1 „ ...							
																Sub	12 „	W.	Ditto ...	Ditto ...	1 „ ...							
	Balapuri	—	549,060·00	103,753·01	—	—	—	—	—	—	—	—	43·00	—	652,856·01	Sambhar Lake ...	146 „	W.	Partly pucca and kutcha.	...	...	Agra ...	7 „	E.	Metalled road.	Carts, camels, and bullocks.	2 pie ...	The Sulambhra salt generally comes as an original investment on carts and camels. The carts sometimes return with a freight of sugar, mdseel, and koorkhoot.
																Jaipur	100 „	W.	Metalled ...	...	...	Malapuri ...	100 „	E.				
																Dudu	55 „	W.	Kutcha ...	...	...	Chenapur ...	73 „	E.				
																Balanagarh	80 „	W.	Ditto ...	Chiefly carts and occasionally dak-bagys.	...	Allahabad ...	240 „	E.				
																Kuchilpur	200 „	W.	Ditto ...		...	Lucknow ...	300 „	E.				
																Sikandpur	50 „	W.	Metalled ...		1 pie ...	Dangla ...	200 „	E.				
																Dughai	28 „	W.	Kutcha ...		...	Sarsipur ...	300 „	E.				
																Rudauli	22 „	W.	Ditto ...		...	Bodki ...	124 „	E.				
																Dardwa	55 „	W.	Ditto ...		...	Mirzapur ...	124 „	E.				
																Unar	59 „	W.	Ditto ...		...	Ghazipur ...	230 „	E.				
	Malpura	—	230·72	18,370·07	—	—	—	—	—	—	—	—	1·28	—	18,602·07	Bharipur	30 „	W.	Miles 15 kutcha, 15 pucca.	Bullocks ...	9 annas and 6 pice.	Agra ...	6 „	N.	Miles 2 kutcha	Bullocks...	9 pie ...	As an original investment.
																Kerawli	72 „	S. W.	Miles 44 kutcha, 28 pucca.	Ditto and camels.	14 annas 6 pice.	Ditto ...	8 „	N.	8 pucca...	...	6 „ ...	As an original investment, return freight being sometimes sugar.
	Kakrala	—	39·67	674·64	—	—	—	—	—	—	—	—	—	—	714·31	Bharipur	30 „	S. W.	Miles 3 metalled, 4 kutcha.	Bullocks and head-loads.	Rs. 1-4-6	Ditto ...	3 „	N.	Ditto ...	Bullocks ...	4 annas ...	As an original investment.
																Lohikhera	14 „	S. W.	Kutcha and village road.	Ditto ...	„ 0-9-3 „ 0-1-6				Metalled road.	Camels, bullocks, and head-loads.	1 anna ...	
	Dhandrel	—	537·23	...	—	—	—	—	—	—	—	—	—	—	537·23	Bharipur	30 „	W.	Kutcha ...	Bullocks and carts.	4 annas 6 pice.	Mauli ...	4 „	N. E.	Kutcha ...	Bullocks and carts.	½ pie ...	As a return investment.
	Fatehabad	—	1,228·00	17·01	—	—	—	—	—	—	—	—	—	—	1,245·01	Bharipur	70 „	S. W.	Miles 14 pucca, 60 kutcha.	Ditto ...	1 pie.	...	...	...	...	...	...	Salt comes as a return freight for cereals of coarse kinds.
	Rah	—	1,062·06	...	—	—	—	—	—	—	—	—	—	—	1,062·06	Bharipur	66 „	W.	Kutcha and pucca.	Bullocks and camels.	1 „ ...	Rah ...	Pucca. 108	N.	Kutcha ...	Bullocks ...	3 pie ...	Bullocks and camels go empty and return with salt.
	Total ...	—	14,06,350·25	3,47,430·07	339·11	1,10,323·03	—	—	—	—	—	—	137·00	—	19,04,579·46							Rahena ...						
Jhalawar.	Jagannagar	—	—	—	—	—	—	—	—	—	—	—	—	7·01	7·01	Harsol	14 „	S. W.	Village road ...	Bullocks ...	2 annas ...	...	...	...	...	...	...	Original investment on carriage taken empty from below line.
																Gamerah	16 „	S. W.		Ponies ...	2 annas and 3 pice per md.							
	Jalum	—	—	8,013·48	—	—	—	—	—	—	—	—	—	673	8,686·79	Naddigaon	19 „	S. W.	Kutcha cart track	Carts and camels.	1 pie per md.	Jalum ...	½ mile.	E.	Kutcha road.	Headload, Cart	1 pie per md.	Ditto Ditto.
																						Ghatilia ...	A. F.	Pucca do.	Ditto ...		
																						Hamirpur ...	3 „	N.	Cart track ...	Headload,	Ditto ...	
	Kanch	—	—	3,737·00	—	—	—	—	—	—	—	—	—	·47	4,712·00	Jhansi	39 „	N. W.	Kutcha-pucca ...	Carts, and pack bullock ...	Rs. 1-0-3 „	Kanch ...	1 mile	E.	Village road.	Carts and pack bullocks.	...	As an original investment, return freight, sugar, hardware, and iron.
																Lohari	18 „	W.	Kutcha road ...		„ 2-3-3 „							
	Ingwi	—	—	1,049·41	—	—	—	—	—	—	—	—	—	—	1,049·41	Jhansi	45 „	S.	Metalled ...	Carts ...	6 annas „	Orai ...	57 miles.	E.	Metalled do.	Carts ...	Rs. 0-4-6 per md.	Original investment, carts return with sugar and goor.
																Lohari	19 „	W.	Kutcha ...	Bullocks ...	3 „ „	Syad Nagrya	10 „	S. E.	Kutcha ...	Carts and bullocks.	„ 0-0-2 „	
																						Calpi ...	40 „	E.	Metalled ...	Carts ...	Ditto ...	
	Erich	—	—	442·00	—	—	—	—	—	—	—	—	—	—	442·00	Jhansi	46 „	S.	Kutcha ...	Carts and bullocks.	2 pie per mile per animal.	Rasi ...	24 „	E.	Kutcha road.	Ditto ...	2 pie per md. per mile.	Ditto Ditto.
	Chirgaon	—	—	5,103·83	—	—	—	—	—	—	—	—	—	—	5,103·83	Ditto	18 „	S. W.	Kutcha ...	Carts, bullock and pony.	3 Ditto	Chirgaon ...	20 „	E.	Ditto ...	Carts, pony, bullocks and ponies.	2 pie p. s.r. mile.	Original investment on carriage from below line, occasionally return freight for sugar investments.
																						Rasi ...	24 „	E.	Ditto ...		2 ditto ...	
																						Tarapur ...	14 „	E.	Ditto ...		2 ditto ...	
	Harsipura	—	—	5,874·37	—	—	—	—	—	—	—	—	847·00	—	6,721·37	Ditto	8 „	S. W.	Kutcha-pucca ...	Carts, bullocks, ponies, and dak-bags ...	2 pie ditto ...	Rasi ...	40 „	N. E.	Ditto ...	Shahkoss carts.	1 ditto ...	Original investment, return freight specified sugar.
																						Gursarai ...	28 „	N. E.	Ditto ...	Pack bullocks, ponies, and bullocks.	2 ditto ...	
																						Kanchipur ...	20 „	N. E.	Ditto ...		2 ditto ...	
																						Irrowli ...	14 „	N. E.	Ditto ...		2 ditto ...	
	Jhansi	—	—	60,412·17	—	—	—	—	—	—	—	—	1,732·00	·04	62,144·21	Ditto	0 „	W.	Pucca road ...	Carts, bullocks, and bullalons.	3 pie ditto ...	Mhow ...	41 „	E.	Pucca road.	Bullocks and bullalons.	1 ditto ...	Ditto Ditto.
																											Fatehpur ...	23 „	E.	Ditto ...	Ditto ...	1 ditto ...	
																											Newarra ...	25 „	E.	Ditto ...	Ditto ...	1½ ditto ...	
	Bahna	—	—	19·25	—	—	—	—	—	—	—	—	—	—	19·25	Barawa	0 „	S. W.	Village road ...	Pack bullocks ...	1½ ditto ...	Bahna ...	Low line	E.	Village road.	Pack bullocks	...	Original investment, no return freight.
	Talbehat	—	—	80·25	—	—	—	—	—	—	—	—	—	—	80·25	Jakhora	18 „	S. W.	Kutcha road ...	Bullocks ...	3 pie ditto ...	Talbehat ...	...	W.	Kutcha road.	Bullocks ...	...	Original investment held in bond at Talbehat, immediately below line.

No. VIII.

PART I.—Statement showing the Course of the Salt Trade and the Quantity which crossed each Section of the Inland Customs Line during the year 1872-73.—(continued).

Name of Division.	Name of Post.	Description and quantity of salt which passed each post.													Name of Salt sent from which the Post is supplied.	From post.		Nature of conveyance.	Description of carriage.	Average cost of carriage per mile.	Name of station to which the salt is supplied from this station, or the barge.	From post.		Nature of conveyance.	Description of carriage.	Average cost of carriage per mile.	Remarks.
		Rock Salt.	Bulrambu or Bhatiapar.	Sambhar.	Sulimpur.	Sahnsha.	Bundey or Kuna.	Sahigpur.	Didrina.	Medlai or Narwar.	Pachbhaia or Kuna.	Sachpuria Salt.	Other Salt.	Total.		Distance in miles.	Direction.					Distance in miles.	Direction.				
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.												
Jhansi.	Basai ...	...	...	602·24	...	...	...	...	...	...	...	...	...	602·24	Jakhora ...	9 miles.	W.	Kutcha road.	Bullocks ...	3 pie per md.	Mihoona ...	21 miles.	S. E.	Cart track.	Bullocks...	4½ pie per md.	Salt comes as a return freight.
	Lalapur ...	...	...	2,74·0	...	...	...	...	...	...	...	...	...	639·71	Sambhar ...	450 „	N. W.	Ditto ...	Bullocks and carts.	3 „ „ „	Ditto ...	24 „	E.	Kutcha road.	Bullocks and carts.	3 „ „	The Banjoorla bring salt as an original investment, and returns with sugar, grain, spices and sweets.
															Jakhora ...	12 „	N. W.	Ditto ...	Ditto ...	„ „ „ „	Jakungadh ...	36 „	E.	Ditto ...	Ditto ...	4	Ditto.
															Chandesa ...	12 „	W.	Ditto ...	Ditto ...	„ „ „ „	Kaligaon ...	12 „	E.	Ditto ...	Ditto ...	Ditto.
	Guna ...	...	...	2,39·45	...	...	...	...	...	...	5,884·54	...	...	5,303·99	Harod ...	13 „	W.	Ditto ...	Ditto ...	„ „ „ „	Mihoona ...	18 „	N. E.	Ditto ...	Ditto ...	1 pie per md.	Original investment, return freight, ghee.
	Total ...	...	...	85,462·24	...	...	...	...	...	...	11,483·24	·04	27·28	96,972·54												
Sagar.	Malthon ...	...	...	836·20	...	...	...	...	...	...	10,317·	...	...	11,153·20	Khoai ...	24 „	S. W.	Jungle road ...	Bullocks ...	1 pie per mile	Mihoona ...	24 „	N. E.	Jungle road.	Bullocks...	1 „ „	Original investment.
	Bandri ...	...	...	160·20	...	...	...	...	...	...	679·05	...	...	1,279·25	Ditto ...	181 „	W.	Ditto ...	Pack cattle ...	Rs. 0-3-6 per md.	Dainoh ...	68 „	E.	Ditto ...	Pack cattle.	Rs. 0-11-0 „	Original investment, return freight, miscellaneous goods.
	Sagar ...	...	...	8,93·54	...	...	...	...	...	...	87,588·62	...	...	96,517·19	Khoniara ...	21 „	N. W.	Ditto ...	Ditto ...	„ 0-3-0 „ ...	Hewah ...	150 „					
															Pachbaira ...	600 „	W.	Ditto ...	Bullocks ...	„ 1-6-0 „ ...	Jubalpur ...	113 „	E.	Kutcha, 24 miles.	Bullocks...	„ 0-8-0 „	Original investment, return freight wheat, cotton, rice, gum, lac, &c.
															Sambhar ...	600 „	N. W.	Ditto ...	Ditto ...	„ 0-15-0 „ ...	Narsinggur...	40 „	S. E.	Kutcha, 18 miles.	Pooles ...	„ 0-6-0 „
															Nawa ...											
															Banwar ...	400 „	N. W.	Ditto ...	Ditto ...	„ 1-4-0 „ ...	Damoh ...	50 „	E.	„ 4 miles, and kutcha, 46.	Buffaloes...	„ 0-4-6 „
	Tiri ...	...	...	0·04	...	...	...	...	...	...	947·07	...	25	949·16	Pipra ...	18 „	N. W.	Part pucca part katcha.	Carts ...	Ditto ...	Sagar ...	2 „	N. E.	Pucka road.	Carts ...	...	As an original investment.
	Gurjhanar ...	...	...	...	...	...	...	...	...	...	384·25	...	...	384·25	Sagar ...	26 „	N.	Metalled road ...	Pack cattle ...	„ 0-4-9 per md.	Is absorbed for local consumption.	...	...	...	...	...	Ditto ditto.
	Dasol ...	...	...	0·07	...	...	...	...	...	...	3,173·22	...	...	3,173·29	Ditto ...	29 „	N.	Ditto ...	Cart and pack cattle.	½ pie per mile per md.	Narsinggur...	69 „	S.	Unmetal road.	Cart and pack cattle.	1½ pie per mile per md.	Ditto ditto.
																					Chindowra...	52 „	E.	Ditto ...			
																					Bichora ...	19 „	S.	Ditto ...			
	Tendukhera ...	...	...	...	...	...	...	...	...	...	314·25	...	...	314·25	Kuil ...	21 „	N. W.	Kutcha road ...	Carts ...	½ pie „ „	Tendukhera.	Near station.	...	Kutcha road.	Carts ...	...	Ditto ditto.
																			Bullocks ...	2 „ „ „					Bullocks ...		
																			Buffaloes ...	1½ „ „ „							
															Sagar Warehouse ...	37 „	N. W.	37 miles kutcha and 20 miles pucca.	Carts ...	½ „ „ „							
																			Bullocks ...	2½ „ „ „							
																			Buffaloes ...	3½ „ „ „							
															Deori in Bhopal ...	15 „	W.	Kutcha road ...	Carts ...	1½ „ „ „							
																			Bullocks ...	2 „ „ „							
																			Buffaloes ...	1½ „ „ „							
	Palcha ...	...	...	...	...	...	...	...	...	...	159·45	...	...	159·45	Ditto ...	2 „	N.	Ditto ...	Cart ...	2 „ „ „	Gadarwara...	7 miles.	E.	Ditto ...	Carts ...	2 pie per mile, per md.	Ditto ditto.
																									Buffaloes...	3 „ „ „	
																									Pooles ...	3 „ „ „	
	Sankhera ...	...	...	...	...	...	...	...	...	...	92·02	...	...	92·02							Sankhera ...	...	...	...	...	...	Ditto ditto.
	Omretha ...	...	...	...	...	...	...	...	...	...	19·27	...	...	19·27	Chotair ...	9 „	N.	Cart track ...	Buffaloes ...	„ 0-3-0 „ ...	Omretha ...	...	...	...	...	...	Ditto ditto.
	Total ...	...	...	16,20·03	...	...	...	...	...	...	1,05,049·87	...	28	1,16,069·55												
Hoshangabad.	Hirakhera ...	...	...	...	...	...	...	...	...	...	1·47	...	...	1·47	Baleri ...	14 „	N.	Kutcha road ...	Chiefly cattle, sometimes cart.	„ 0-4-0 „ ...	Sohagpur ...	7 „	S.	Kutcha road.	Chiefly cattle occasionally carts.	2 pie p. md. (for 1 to 3 miles per md. (for 1 to whole distance).	Original investment.
																					Sohagpur ...	18 „	S. W.	Ditto			
	Pitri	...	...	...	...	...	...	...	...	...	1·73	...	...	1·73	Blacksmith ...	4 „	N. W.	Ditto ...	Ditto ...	„ 0-1-0 „ ...	Babai ...	8 „	S. W.	Ditto ...	Ditto ...	3 as. per md. (for 1 to whole distance).	Ditto.
	Hoshangabad ...	...	...	...	...	...	...	...	...	...	1,12·07	...	647·96	1,60·03	Buffalo ...	2 „	N. W.	By boat across the Nerbudda, thence to town by road.	Boat, porters and carts.	„ 0-1-0 „ ...	Hoshangabad	1 „	E.	Do. and pucca road.	Carts ...	4 pie per md.	Ditto.

No. VIII.

PART I.—Statement showing the Course of the Salt Trade and the Quantity which crossed each Section of the Inland Customs Line during the year 1872-73—(concluded).

State of Division.	Name of Port.	Description and quantity of salt which passed each Port.													Name of Salt sent from which the Port is supplied.	From Port.		Nature of commodities.	Description of carriage.	Average cost of carriage to Line.	Names of marts to which the salt crossing the Line, or which is landed from Sambhur Lake, is sent.	From Port.		Nature of commodities.	Description of carriage.	Average cost of carriage per mile.	Remarks.
		Sook Sals.	Sabarnka or Sharpur.	Bengal.	Bahapur.	Sabarnka.	Bombay or Kokan.	Bardgara.	Dabreea.	Madras or Barewa.	Pondicherry or Karaika.	Sulipatam Salt.	Other Sals.	Total.		Distance in miles.	Direction.					Distance in miles.	Direction.				
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.													
Hansi-Hissar—(concluded.)	Hansi	...	...	...	...	...	85,630·31	140,439	...	...	...	...	8,609·48	1,77,067·79	Bori Bandar	438 miles	S. W.	Railway ...	Railway wagons,	Rs. 0-11-3 per md.	Hansi ...	Immediately below Line.	S. E.	Carts ...	Carts ...	...	Original investment.
															Calian ...	383 „	W.	Ditto ...	Ditto ...	„ 0-11-0 „	Sauni ...	37 miles	E.	R. Wagons	R. Wagons,	2 pie per md.	Ditto.
															Ahmadabad ...	734 „	W	Ditto ...	Ditto ...	„ 1-1-3 „	Jabalpur ...	400 „	E.	Ditto	Ditto	4 annas „ (for 1 his whole distance).	Ditto.
	Khanéwa	...	...	...	...	...	16,966·85	...	...	...	...	...	79·25	17,046·10	Bori Bandar ...	462 „	S. W.	Ditto ...	Ditto ...	„ 0-10-5 „	Khanéwa ...	½ „	S. E.	Pucka road	Carts ...	Ditto	Ditto.
															Calian ...	319 „	S. W.	Ditto ...	Ditto ...	„ 0-9-6 „	...	...	...	...	...	...	
															Dadar ...	346 „	S. W.	Ditto ...	Ditto ...	„ 0-10-6 „	...	...	...	...	...	...	
	Burhanpur	...	...	...	...	...	8,902·35	...	...	...	...	...	9·37	8,911·72	Bori Bandar ...	330 „	S. W.	Ditto ...	Ditto ...	„ 0-9-3 „	Burhanpur...	2 miles	E.	Metalled road.	Carts ...	1 a. p. md.	Ditto.
															Dadar ...	305 „	S. W.	Ditto ...	Ditto ...	„ 0-9-3 „	Asirgarh ...	12 „	S.	Ditto	Ditto	2 annas „	Ditto.
	Total ...	...	...	...	...	...	33,499·51	140,439	...	...	1,162·29	...	2,709·06	2,04,559·86														
Nasera.	Mullapur for Central Provinces.	...	...	...	...	...	411,140	...	...	...	...	...	4,897	4,16,037	Bori Bandar ...	708 „	W.	Railroad ...	Ditto ...	9½ pie per ton per mile, G. I. P. Railway.	Nagpur and Kamptí.	213½·727	E.	Hewy and metalled road.	By bull and carts.	9½ pie per ton per mile, G. I. P. Railway; 8 annas per mile per mound by cart.	Salt is a return freight for cotton as regards cart traffic.
															Calian and Ahmadabad	395 „	W.	Ditto ...	Ditto ...	Ditto ...	Ditto ...	Ditto,	E.	Ditto ...	Ditto ...	Ditto ...	Ditto ditto.
																535 „	N. W.	Ditto ...	Ditto ...	9 pie per ton per mile, B. B. and C. I. Railway.	Ditto ...	Ditto,	E.	Ditto ...	Ditto ...	Ditto ...	Ditto ditto.
	Mulkapur for Berar ...	...	...	...	...	...	229,494	...	...	...	...	...	2,131	2,41,613	Calian ...	274 „	W.	Ditto ...	Ditto ...	Ditto ...	Shangaon ...	33 miles.	E.	Ball ...	Ball ...	9½ pie per ton per mile.	Original investment.
															Bori Bandar	307 „	W.	Ditto ...	Ditto ...	Ditto ...	Khangaon ...	38 „	E.	Ditto ...	Ditto ...		
	Sindkhera for Berar ...	...	...	...	...	...	104	...	...	...	...	...	...	104	Calian ...	349 „	N. W.	Rail and cart road.	Rail, carts, and pack cattle.	2½ pie per ton per mile, and 2 annas per mound by road.	Dewalgaon Raja.	6 „	W.	Katcha road,	Pack cattle.	1 anna per mound.	Return freight for cotton and grain by road.
	Total ...	...	...	...	...	...	229,598	...	...	...	...	...	2,131	2,41,719														
North.	Lohara	...	...	...	...	...	...	...	...	25	...	...	...	25	Kosan Kosa ...	10 „	S. E.	Village and katcha weather road.	Carts, bangies, headloads.	Nearly 3 pie per mound.	No trade now brought for local consumption below Line.						
															Dahli ...	80 „	S. E.	Ditto ...	Ditto ...	6 pie per mound.							
															Pipal Khar ...	12 „	S. W.	Ditto ...	Ditto ...	1 anna „							
	Dhamtari	...	...	...	...	...	...	...	...	5,432	...	...	...	5,432	Parbatipur... ...	209 „	S. E.	Bandjarah track or katcha fair weather road.	Pack bullocks ...	Rs. 1-6-0 ...	Nandgaon ...	43 „	N.	Village katcha weather road.	Pack bullocks.	Nearly 3 pie per mound.	As return freight, the original despatch is grain of all sorts.
															Nawapada	250 „	S. E.	Ditto ...	Ditto ...	„ 1-12-0 ...	Patkri ...	48 „	N.	Ditto	Ditto ...	Ditto	
															Ahamnala	320 „	S. E.	Ditto ...	Ditto ...	„ 1-6-0 ...	Nayagaon ...	40 „	N.	Ditto	Ditto ...	Ditto	
	Amoj	...	...	...	...	...	...	...	...	66,434	...	...	...	66,434	Nawapada ...	209 „	S. E.	Ditto ...	Ditto ...	„ 1-12-0 ...	Raipur ...	24 „	W.	Katcha road and raised earth.	Carts, pack bullocks.	1 pie p. md.	Ditto ditto.
															Parbatipur... ...	260 „	S. E.			„ 1-6-0 ...	Balaspur ...	64 „	N.	Ditto	Ditto ...	½ pie „	
															Raigarh	266 „	S. E.			„ 1-7-0 ...	Buttangor ...	70 „	N.	Ditto	Ditto ...	Ditto.	
	Bara	...	...	...	...	...	...	...	...	...	...	...	...	...	Nawapada	250 „	S.	Ditto ...	Ditto ...	„ 1-12-0 ...	Saraugarh ...	32 „	S. E.	Village and katcha weather road.	Pack bullocks.	½ pie per mile.	Ditto ditto.
															Parbatipur... ...	250 „	S.			„ 1-6-0 ...	Semaria ...	32 „	N.				
															Rahapur	260 „	S.			„ 1-6-0 ...	Kawarda ...	39 „	N. E.				
	Sohela	...	...	...	...	...	...	...	...	...	...	...	...	...	Ditto	179 „	S.	Ditto ...	Ditto ...	Nearly estimated Rs. 1-6-0, 1-10-0.	Raigarh ...	60 „	N.	Ditto ...	Ditto ...	Horse hired Banjarahs and Orissa, ones bullocks and carts.	Ditto ditto.
															Nawapada	220 „	S.				Parcolara ...	76 „	N.				
															Parbatipur... ...	260 „	S.				Chandarpur,	50 „	N.				
	Dhuma	...	...	...	...	...	...	...	...	...	...	...	...	...	Nawapada	205 „	S	River Mahanadi, katcha road or raised earth.	Boats, pack bullocks, and carts.	From Rs. 1-12-0 to Rs. 2-4-0.	Sambalpur...	14 „	S.	Katcha road.	Boats, pack bullocks.	...	As return freight, the original despatch is grain of all sorts.
															Ganjam	179 „	S.				Raigarh ...	60 „	N.				
															Bahapur	179 „	S.										
															Sonapur	26 „	S.										
															Tarasa	11 „	S. E.										
	Total ...	...	...	...	...	...	...	...	...	84,650	...	...	15,250	97,300														

* Cuttack Salt.

ABSTRACT.

Part I.—Salt.

Province.	Division.	Rock Salt.	Balambha or Bhartpur.	Sambhar.	Sultanpur.	Salambha.	Bombay or Kokan.	Didwána.	Madras or Banwar.	Pachbadra or Kansia.	Barágara.	Saltpetre Salt.	Other Salts.	Total.	Remarks.
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
Panjab ...	Shahpur ...	13,54,009	...	...	...	...	...	...	...	...	...	...	...	13,54,009	
	Hissar ...	...	...	26,939	...	...	...	2,23,787	...	4	...	82	4,041	2,54,853	
	Dehli ...	...	29	2,80,384	5,54,689	21,753	...	1,07,672	...	...	...	104	4,751	9,69,382	
	Total ...	13,54,009	29	3,07,323	5,54,689	21,753	...	3,31,459	...	4	...	186	8,792	25,78,244	
N.-W. Provinces ...	Agra ...	...	12,04,350	2,47,331	389	1,10,324	...	...	...	...	...	158	...	15,62,552	
	Jhansi ...	...	...	85,462	...	...	...	...	...	11,485	...	...	28	96,975	
	Total ...	...	12,04,350	3,32,793	389	1,10,324	...	...	...	11,485	...	158	28	16,59,527	
Central Provinces	Sagar ...	...	...	10,377	...	...	...	...	...	1,05,649	...	...	...	1,16,026	
	Hoshangabad ...	...	...	...	...	...	59,509	...	...	1,162	1,40,439	...	3,750	2,04,851	
	Nagpur ...	...	...	...	...	...	4,11,140	...	...	...	...	...	4,887	4,16,027	
	Raipur ...	...	...	...	...	...	...	...	97,200	...	...	...	...	97,200	Includes Cuttack salt, maunds 12,550.
	Total ...	...	...	10,377	...	...	4,70,640	...	97,200	1,06,811	1,40,439	...	8,637	8,34,104	
	Berar ...	...	...	...	...	...	2,39,593	...	...	...	...	...	2,121	2,41,719	
	Grand Total ...	13,54,009	12,04,379	6,50,493	5,55,078	1,32,077	7,10,238	3,31,459	97,200	1,18,300	1,40,439	344	19,578	53,13,594	

No. VIII.

PART II.—Statement showing the Course of the Sugar Trade and the Quantity which crossed each Section of the Inland Customs Line during the year 1872-73.

Zone of Division	Name of Post.	Sugar. Refined. Jullundur Doab.	Refined. Right bank of the Jumna.	Refined. Ganges Doab.	Refined. Left bank of the Ganges (Rohilkhand and Eastern Oudh.)	Refined. Marts below Allahabad.	Refined. Miscellaneous marts.	Refined. Total.	Unrefined. Jullundur Doab.	Unrefined. Right bank of the Jumna.	Unrefined. Ganges Doab.	Unrefined. Left bank of the Ganges (Rohilkhand and Eastern Oudh.)	Unrefined. Marts below Allahabad.	Unrefined. Miscellaneous marts.	Unrefined. Total.	Total Sugar	Name of Sugar marts below Line from which the Post is supplied.	From Post: Distance in miles.	From Post: Direction.	Nature of communication.	Description of carriage.	Average cost of carriage to Line.	Name of mart above Line to which the Sugar crossing at the Post finds its way.	From Post: Distance in miles.	From Post: Direction.	Nature of communication.	Description of carriage.	Average cost of carriage per maund.	Remarks.
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.		Miles.						Miles.					
Mooltan.	Dehra Din Panah	...	...	...	...	...	194	194	...	...	...	...	...	789	789	983	Multan	48	S. E.	Kutcha road	Camels and donkeys.	1 pie per maund.	Dehra Din Panah.	Immediately above line.	W.	Kutcha road	Camels and donkeys.	1 pie per maund.	Return freight in lieu of indigo and grain.
	Kursahi	2,937	...	...	...	...	...	2,937	8,399	...	...	...	...	...	8,399	11,336	Ditto	23	N.	Ditto	Camels	Rs. 2-8 per maund.	Dehra Ghazikhan.	13	S.E.	Ditto	Camels	Each camel from Kursahi to Ganna, 8 annas.	Original, the camels return empty.
	Sujabad	...	...	...	...	...	83,828	83,828	...	...	...	...	...	48,134	48,134	91,962	Ditto	32	N.	Kutcha road, railway, and river.	Rail, steamer, boats, & carriage.	From 2 to 12 annas per maund.	Bhawulpur	49	S.	Ditto	Camels, steamers and boats	1 per maund.	Original investment.
																	Ditto	32	N.				Ahmedpur	48	S.	Ditto			
																	Amritsar	373	E.				Sukkur	509	S.	River			
	Dunlapur	...	...	...	...	...	2,356	2,356	...	...	...	...	...	4,415	4,415	6,771	Mullan	30	N.	Kutcha road	Carts, camels, and asses.	2½ annas	Kahror and Bhawulpur.	19	S.	Kutcha road	Carts, camels and asses.	10 annas 2 pie per maund, 2½ annas	Original investment: return freight indigo and wheat, &c., occasionally.
																	Sujabad	24	W.	Ditto		Ditto		32	S.	Ditto			
																	Amritsar	384	N.E.	206 miles rail and the rest kutcha road.		9 ditto							
Umballa.	Karampur	...	...	...	...	...	1,851	1,851	...	...	...	...	...	2,184	2,184	3,955	Amritsar	240	N. E.	Railway and district road.	Rail, camels, & donkeys.	5 annas per maund	Karampur	1	S.	Customs' road	Camels and donkeys.	6 pie per maund.	Chiefly as return freight against wheat, ghee, cotton seed, &c.
																	Multan	31	NWW	Ditto	Ditto	Ditto	Ludhiana	13	E.	Ditto	Ditto	Ditto.	
																	Sujabad	72	W.	Ditto	Ditto	Ditto	Ditto	22	S.W.	Customs' kutcha road.	Camels	4 annas per md.	
	Jamlahn	...	...	...	...	...	1,449	1,449	...	...	...	...	...	4,322	4,322	5,771	Amritsar	170	N. W.	Rail and common road.	Camels and asses.	9 annas	Schoka	5	S. W.	Ditto	Ditto	1 anna ditto	Generally as an original investment, occasionally as return freight in lieu of ghee, sajji, &c.
																	Ditto	...	...	Ditto	Ditto	Ditto	Thóli	11	S.E.	Ditto	Ditto	2 annas ditto	
	Pakpatan	...	...	...	...	...	611	611	...	...	...	...	...	3,112	3,112	3,723	Amritsar	133	N. E.	Rail and kutcha road.	Camels and rail.	1 pie per maund per mile.	Ditto	34	W.	Kutcha road	Camels & bullocks.	1 pie per maund per mile.	Return freight in lieu of cotton and sajji.
																	Jullundur	183	N.	Ditto	Ditto	Ditto	Ditto	24	W.	Ditto	Ditto	Ditto.	
	Shahamat	...	...	...	...	...	17	17	...	...	...	...	...	143	143	160	Firozpur	50	E.	Kutcha road	Ditto	3 annas per maund.	No trade mart, bought for consumption of villages immediately above line.	From 2 to 12 miles.	All direct above line.	Village roads & paths.	Ditto	From 3 annas to 2 annas.	Return freight in lieu of grain, ghee, oil, cotton, cloth, sajji, &c.
																	Attari	9	N.	Ditto	Ditto	2 annas ditto		Ditto.	Do.	Ditto	Ditto	Ditto.	
																	Rampur	7	N.	Ditto	Ditto	Ditto		Ditto.	Do.	Ditto	Ditto	Ditto.	
	Abandoned posts on old line	...	...	...	...	...	32,969	32,343	...	...	...	...	...	90,333	90,333	1,26,676													
	Total	2,937	...	...	...	...	12,038	72,465	8,399	...	...	...	...	1,16,335	1,76,634	2,75,159													
Ferozepore.	Fazilka	...	...	...	...	15,324·39	...	15,324·39	...	...	...	...	...	28,852·30	28,852·30	43,177·09	Karnal	150	N. E.	Kutcha road	Carts	1 pie per maund,	Bikanir	140	S. E.	Kutcha road	Camels	1 pie per maund.	Original investment, no return trade.
																	Jullundur	107	N. E.	Ditto	Camels	Ditto	Sunnigurh	80	S. E.				
	Arniwalla	...	...	...	...	9·50	...	310	...	...	...	...	...	10·50	10·50	14		...	...	...	...	...		...	...	...	...	...	
	Malout	...	...	...	...	92·18	...	92·18	...	...	...	...	...	158	158·18	Mukstsar		15	N.	Ditto	Carts and camels.	1 pie per maund.	Abohar	11	S. W	Kutcha road	Carts and camels,	Own conveyance.	Original investment; return freight sajji, occasionally.
																	Firozpur	45	N.										
	Lambi	...	...	...	...	34·91	...	34·91	...	...	...	...	...	248·34	248·34	283·25	Bhatinda	22	E.	Ditto	Camels	3 annas per maund.	Bhatnair	25	S.	Ditto	Camels	2 pie per maund.	Original investment.
	Dabwali	...	...	...	...	55·90	...	55·90	...	...	...	...	...	74·13	74·13	130·03		...	...	...	...	...		...	...	...	...	...	
	Odhan	...	...	...	...	12·61	...	12·61	...	...	...	...	...	27·80	27·80	40·31	Talwandi	23	N. E	Ditto	Ditto	2 pies per maund,	Ellenabad	24	S. W	Kutcha road	Ditto	11 pie per maund,	
	Sahewalla	...	...	466·18	...	253·60	...	719·70	...	6,517·40	...	...	...	2,221	8,738·40	9,682·26	Jullundur	180	N.	Ditto	Ditto	2 pie per maund,	Sirsa	10	S. E	Ditto	Ditto	2 pie per maund.	Original investment.
																	Jangeil	125	N. E.				Rania	18	S. W				
																	Sirsuli	220	E.				Jodhpur	200	S.				
	Darbi	...	...	4,772	...	624·50	...	5,396·50	...	7,240	...	4,536·77	...	5,598	17,377·77	23,274·27	Ditto	(134)	E.	Ditto	Ditto	1½ pie per maund per mile.	Sirsa	8	S.S.W	Ditto	Ditto	1½ pie per maund	Original investment; return freight sajji, occasionally.
																	Hoshiarpur	138	E.				Ellenabad	38	S. W				
																	Patiala	58	S.E.										
																	Nabha	80	E.										
	Jodhka	...	...	...	275·01	4,472·83	...	508·76	5,057·60	...	...	5,182·49	12,351·10	...	2,363·18	19,896·78	24,754·47	Shamli	145	E.	Kutcha-pucca.	Carts and camels.	1 pie	Sirsa	14	W.	Ditto	Carts and camels.	1½ pie per maund per mile.	Original investment.
																	Gohana	109	E.	Ditto	Ditto	1 pie							
																	Panipat	126	E.	Ditto	Ditto	1 pie							
Hissar.	Bhatta	...	...	...	...	63·4	...	63·4	...	...	...	270·14	...	...	270·14	333·61	Hissar	27	E.	Kutcha road	Camels	Rs. 1 per camel...	Ditto	29	W.	Ditto	Camels	1 pie per md....	Ditto ditto.
	Ladel	...	...	...	...	...	135	135	...	...	...	...	446	...	446	581	Hissar	12	E.	Ditto	Ditto	1 anna per maund,	Balsamand	12	W.	Ditto	Ditto	6 pie per md....	Original investments for local consumption.
																	Hissar	103	N. E.										
																	Karnal	...	...										
	Earl	...	...	1,256	...	359	...	679	2,279	...	...	...	1,560	...	3,001	4,561	Shamli	80	N. W.	Ditto	Carts and camels.	9 annas per md....	Ditto	Ditto.	Due S	A village track.	Carts & camels.	1 pie per maund.	Original investment, no return trade.
																	Gohana	95	E.										
																	Karnal	75	N. W										
	Hansi	...	...	985	...	...	...	985	...	1,943	...	...	...	...	1,943	2,929	Gohana	87	N. E.	Ditto	Ditto	4 annas per md....	Bhewani and Balamand.	25 & 30	S.E. & W.	Kutcha road	Ditto	2½ annas and 3 annas per maund.	Usually a return freight, occasionally an original investment.
																	Karnal	81	E.			7 ditto....							
																	Hansi	1	W.			5 pice ditto....							
	Mundahal	...	...	2,099	...	...	...	2,099	...	7,854	...	...	...	...	7,854	10,753	Shamli	91	N.	Ditto	Ditto	6 annas ditto....	Bhewani	15	S.	Ditto	Ditto	3 pie per md....	Return freight in lieu of salt.
	Mohim	...	...	6,999	2,055	4,135	...	1,478	20,535	...	20,338	21,525	6,220	...	1,739	52,117	73,525	Saharanpur	190	N. E.	Partly kutcha and partly pucka.	Carts	7½ or 8 pie ditto.	Ditto	16	S. W.	Ditto	Carts, camels, and donkeys.	¼ pie per maund	Usually return freight, occasionally an original investment.
																	Shamli	80	N. E.									½ ditto....	
																	Gohana	30	N. E.									¾ ditto....	
																	Kutcha road	...	...	Camels	1 anna 10 pice do								
																	Ditto	...	...	Donkeys	2 annas 4 pice do.								
	Basana	...	...	10,658	13,355	...	...	23,013	...	1,87,349	...	...	...	...	1,87,349	2,10,361	Saharanpur	125	N. E.	Ditto	Carts and camels.	6 annas	Ditto	...	...	...	...	Ditto	Ditto ditto.
																	Nagina	145	N. E.	Ditto	Ditto	10 ditto.							
																	Gohana	80	N. E.	Ditto	Ditto	2 annas 9 pice.							
																	Sirpat	43	N. E.	Ditto	Ditto	3 do 6 ditto.							
																	Baspat	50	N. E.	Ditto	Ditto	4 annas.							
																	Shamli	76	N. E.	Ditto	Ditto	6 ditto.							
	Total	...	...	31,231	21,859·40	25,632·86	...	2,660·76	87,442·46	...	2,30,561	33,707	37,320	...	19,058	3,33,326	4,18,769													

No. VIII.

PART II.—Statement showing the Course of the Sugar Trade and the Quantity which crossed each Section of the Inland Customs Line during the year 1872-73—(continued.)

| Name of Division. | Name of Post | Sugar. | | | | | | | | | | | | | Sugar. | | | | | | | | | | | | |

No. VIII.

PART II.—Statement showing the Course of the Sugar Trade and the Quantity which crossed each Section of the Inland Customs Line during the year 1872-73.—(continued.)

Name of Division.	Name of Port.	Sugar. Imported. Jullundur Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilkhand and Eastern Oudh.)	Meerut below Allahabad.	Miscellaneous marts.	Total.	Sugar. Exported. Jullundur Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilkhand and Eastern Oudh.)	Meerut below Allahabad.	Miscellaneous marts.	Total.	Total Sugar.
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
A.—(concluded).	Kalpee	...	...	...	57,037	...	...	...	57,037	...	...	...	23,590	...	...	...	23,590	80,627
	Dhunduri	...	...	...	...	2,037	...	...	2,037	...	...	...	2,636	...	...	...	2,636	4,673
	Futtehpur	...	...	...	...	2,961	...	...	2,961	...	...	...	620	...	...	...	620	3,581
	Sirsi	...	...	...	...	3,207	...	...	3,207	...	...	...	41,948	...	...	...	41,948	45,155
	Sarai Tal	...	...	...	36	...	...	...	36	...	...	...	3,759	...	...	...	3,759	3,795
	Backpura	...	...	...	6,014	...	...	...	6,014	...	...	...	32,991	...	...	...	32,991	40,005
	Chakarnagar	...	...	...	70	...	...	...	70	...	...	...	7,317	...	...	...	7,317	7,387
	Total	...	...	57,037	1,79,326	23,197	1,748	...	3,59,353	...	34,743	1,84,077	1,53,806	...	...	...	3,24,717	6,73,970
	Jagannagar	...	...	...	...	...	...	18	18	...	...	...	...	...	29	...	29	47
	Jalaun	...	...	154	1,173	...	...	346	1,673	...	...	749	4,853	...	...	3,705	9,154	9,827
	Kunch	...	...	1,000	2,868	1,043	...	...	4,510	...	2,937	10,000	14,165	...	...	24,015	50,325	54,835
	Ingwi	...	...	809	4,511	2,049	...	...	7,469	...	315	7,592	3,940	...	469	11,316	18,864	26,333
	Erich	...	...	11	41	...	...	54	106	...	1,765	46	...	...	334	...	1,145	2,190
	Chirgaon	...	...	44	190	...	...	...	234	...	1,667	663	...	...	...	...	2,349	2,583
	Sherrgaon	...	...	39	...	...	...	...	39	...	815	...	...	...	492	...	1,307	1,346
	Jhansi	...	...	1,854	1,614	78	1,169	...	4,715	...	3,692	321	...	...	...	...	4,013	8,728
	Talbehat	...	...	29	...	...	...	...	29	...	...	...	...	...	413	...	413	442
	Rahna	...	...	319	...	...	535	...	853	...	...	...	...	...	402	...	402	1,254
	Banel	...	...	...	...	...	1	...	1	...	332	...	...	...	...	...	331	333
	Lallapur	...	...	1,311	...	...	8,271	...	10,182	...	...	1,667	...	78	1,330	...	3,075	13,258
	Gura	...	...	320	...	...	...	79	405	...	96	328	...	...	...	3,554	3,978	4,387
	Total	...	...	5,997	9,910	3,170	10,475	198	30,196	...	10,466	25,357	17,428	78	9,197	72,969	1,35,495	

Name of Port.	Name of Sugar marts below Line from which the Port is supplied.	From Port. Distance in miles.	From Port. Direction.	Nature of communication.	Description of carriage.	Average cost of carriage in Line.	Name of mart above Line to which the Sugar crossing at the Port finds its way.	From Port. Distance in miles.	From Port. Direction.	Nature of communication.	Description of carriage.	Average cost of carriage per mensel.	Remarks.
		Miles.						Miles.					
Kalpee	Agra	6	N.	Metalled road...	Bullocks ...	1 anna 6 pie ...	Jugnair ...	26	S.W.	Kalpee metalled road.	Bullocks ...	4 pie ...	Usually an original investment, sometimes a return freight in lieu of stone and grain.
					Carts ...	2 pie ...	Gwalior ...	79	S.		Carts ...	1 anna & 3 pie...	
					Camels ...	6 do. ...					Ditto ...	1 pie ...	
					Asses ...	3 do. ...					Camels ...	Ditto ...	
											Asses ...	Ditto ...	
Dhunduri	Ditto	17	N.	Kutcha road ...	Bullocks ...	2 annas & 11 pie...	Raja Khera ...	19	S.	Kutcha road ...	Bullocks ...	1½ pie ...	Original investment, return freight food grain.
Futtehpur	Mirzapur	300	S.E.	220 miles train, 80 kutcha.	Train, camels, & carts.	4 annas ...	Jhalrapattan ...	250	...	148 miles pucca, 102 kutcha.	Camels ...	1 pie ...	Ditto ditto.
Sirsi	Ditto	300	E.	Kutcha ...	Bullocks ...	12 annas ...	Gwalior ...	65	S.W.	Kutcha ...	Bullocks ...	12 annas ...	Return freight for cotton.
					Carts ...	10 ditto ...							
Jawaninagar	...	12	N.	Ditto ...	Bullocks ...	1 anna 3 pie ...	Bilsd ...	14	S.	Ditto ...	Bullocks ...	1 anna & 3 pie,	Original freight.
Backpura	Dutaganj ...	120	N.	Pucca ...	Carts ...	1 anna 3 pie ...	Gwalior ...	60	S.	Ditto ...	Carts ...	1 annas & 1 pie,	Ditto in carriage brought empty, about one-fourth in lieu of loss from Gwalior.
	Shajahanpur ...	120	N.	Ditto ...	Ditto ...	1 anna 3 pie ...							
	Cawnpur ...	180	N.E.	Ditto and mill.	Ditto ...	1 anna 3 pie ...							
	Jeanpur ...	18	N.E.	Ditto ...	Ditto ...	1 anna 3 pie ...							
	Etawah ...	320	N.E.	Ditto ...	Carts, bullocks, and camels.	2 pice ...	Bilsd ...	14	S.	Ditto ...	Carts and bullocks.	1·75	Original investment, return freights about a tenth of the carriage, ghee, cotton, &c.
Chakarnagar	Lucknow ...	6	N.E.	Kutcha road ...	Bullocks ...	2 annas ...	Pahrii ...	16	S.W.	Kutcha ...	Bullocks ...	2 pie ...	Return freight, the original dispatch being castor-oil seeds, ghee and grain.
Jagannagar	Pujhund ...	26	N.E.	Village road ...	Bullocks and ponies.	4½ annas per md.	No marts within line.	...					Original investment.
Jalaun	Owaisi ...	20	E.			4 annas ditto.							
	Cawnpur ...	86	E.	Pucka road ...	Carts ...	1 pie per mound per mile.	Gwalior ...	90	N.W.	Kutcha road ...	Carts ...	1 pie per mound per mile.	Return freight, cotton in many instances being the original investment, and occasionally country piece goods.
	Calpi ...	33	E.	Ditto ...	Ditto ...	Ditto ...	Madhogarh ...	18	N.W.	Ditto ...	Ditto ...	Ditto ...	
Kunch	Cawnpur ...	99	N.E.	Metalled and	Ditto ...	1·08 per ditto ...	Jhansi ...	83	N.W.	Kutcha ...	Ditto ...	1·93 ditto ...	Return freight per grain, ghee, oil, mixed piece goods, linseed and cotton original investment, occasional.
	Calpi ...	41	S.E.	kutcha road.	Ditto ...	1·17 per ditto ...	Duttiah ...	38	N.	Metalled and raised road.	Ditto ...	2·09 ditto ...	
							Sumpthar ...	16	N.	...	Ditto ...	...	
Ingwi	Shajahanpur ...	278	N.	Metalled road.	Ditto ...	14 annas 8 pie per mound.	Jhansi ...	47	S.	Metalled ...	Ditto ...	6 annas per mound.	Original investment, return freights ghee and cotton.
	Cawnpur ...	92	E.	Ditto ...	Ditto ...	4 annas per md....	Duttiah ...	40	W.	Kutcha ...	Cart bullocks...	See 4 pie per do.	
	Calpi ...	47	E.	Ditto ...	Ditto ...	2 annas ditto ...	Sumpthar ...	16	W.	Ditto ...	Ditto ...	2 annas per do.	
Erich	Etah ...	82	E.	Kutcha road ...	Carts and bullocks.	1 pie per mound per mile.	Duttiah ...	46	S.W.	Ditto ...	Ditto ...	1 anna per mound.	Return freight in lieu of salt.
Chirgaon	Cawnpur ...	121	N.E.	Pucka road ...	Carts, bullocks, and ponies.	Ditto ...							
	Calpi ...	73	N.E.	Ditto ...	Ditto ...	Ditto ...							
	Kunch ...	34	N.	Pucka-kutcha...	Ditto ...	2 pie per mound.	Dumlara ...	13	W.	Kutcha ...	Carts and pack bullocks.	4 pie per mound per mile.	Return freight from Cawnpur, Calpi and Kunch in lieu of oil and cotton. From Universal, in lieu of salt.
	Gotwarai ...	20	E.	Kutcha ...	Ditto ...	7 pie ditto ...							
	Rash ...	44	E.	Ditto ...	Ditto ...	6 pie ditto ...							
	Jarauli ...	13	E.	Ditto ...	Ditto ...	7 pie ditto ...	Jhansi ...	18	S.W.	Kutcha-pucka.	Ditto and ponies.	3 pie ditto ...	
Sherrgaon	Etah ...	48	N.E.	Kutcha ...	Carts and bullocks.	1 pie per mound per mile.	Ditto ...	9	S.W.	Kutcha & pucca.	Carts and bullocks.	3 pie per mound per mile.	Return freight from the carts East and Universal in lieu of salt. From Newarie, Mugarpur and Barwanagar grain.
	Gotwarai ...	24	N.E.	Ditto ...	Ditto ...	1½ pie ditto ditto,	Pahra ...	2	S.W.	Kutcha ...	Ditto ...	2 pie ditto ditto,	
	Newarai ...	18	S.E.	Ditto ...	Ditto ...	3½ pie ditto ditto,	Jasrt ...	2	N.	ditto ...	Ditto ...	2 pie ditto ditto,	
	Barwanagar ...	12	S.E.	Ditto ...	Ditto ...	2½ pie ditto ditto,	Lahnaura ...	2	N.	Ditto ...	Ditto ...	2 pie ditto ditto,	
	Mugarpur ...	8	S.E.	Ditto ...	Ditto ...	3 pie ditto ditto,							
Jhansi	Baldeshpur ...	210	N.E.	Pucca-kutcha road.	Ditto ...	1 pie ditto ditto,	Jhansi ...	2	W.	Pucca ...	Ditto ...	6 pie ditto ditto,	Original investment, return freight salt.
	Cawnpur ...	149	N.	Pucca ...	Ditto ...	1 pie ditto ditto,	Kota ...	180	W.	Pucca & kutcha.	Bullocks ...	2 pie ditto ditto,	
	Newari ...	25	S.E.	Kutcha ...	Bullocks and bullalums.	1½ pie ditto ditto,							
	Pirthipur ...	28	S.E.	Pucca ditto ...	Ditto ...	1½ pie ditto ditto,							
Talbehat	Cawnpur ...	169	N.E.	Ditto ...	Carts ...	75 ditto ...	Jakhora ...	10	S.W.	Kutcha road ...	Carts and bullocks.	2·40 ditto ...	Original investment.
	Mohoneah ...	15	E.	Bullock track...	Bullocks ...	2·09 ditto ...	Talbehat ...	...	...				
	Magarpur ...	33	N.E.	Ditto ...	Ditto ...	7·06 ditto ...	Bardwan ...	10	W.	Bullock track...	Bullocks ...	2·09 ditto ...	
Rahna	Mirzapur ...	300	N.E.	Metalled road...	Carts ...	3 pie per mound per mile.	Kunch ...	300	W.	Kutcha road ...	Carts and pack bullocks.	3 pie ditto ditto,	Ditto.
	Baldeshpur ...	320	S.W.	Ditto ...	Ditto ...	2 pie ditto ditto,	Barbwan and Bail,	6	S.W.	Ditto ...	Ditto ...	1 pie ditto ditto,	
	Magarpur ...	96	E.	Village road ...	Pack bullocks...	3 pie ditto ditto,							
Banel	Sarrauli ...	15	E.	Cart track ...	Bullocks ...	3 pie ditto ditto,							
	Bullowa ...	3	E.	Ditto ...	Ditto ...	3½ pie ditto ditto,	Jakhora ...	9	W.	Pucca road ...	Bullocks ...	3 pie ditto ditto,	
	Pirthipur ...	32	E.	Bullock track...	Ditto ...	3 pie ditto ditto,							
	Kailgawan ...	15	E.	Ditto ...	Ditto ...	3 pie ditto ditto,							
Lallapur	Mirzapur ...	290	N.E.	Kutcha road ...	Bullocks and carts.	1½ pie ditto ditto,	Kua Pawa ...	230	S.W.	Kutcha road ...	Ditto ...	3 pie ditto ditto,	Original investment, return freight for salt.
	Baldeshpur ...	...	N.E.	Ditto ...	Ditto ...	1½ pie ditto ditto,	Mandhour ...	420	S.W.	Ditto ...	Ditto ...	3 pie ditto ditto,	
	Cawnpur ...	207	N.E.	Ditto ...	Ditto ...	1½ pie ditto ditto,							
Gura	Cawnpur ...	211	N.E.	Pucca & kutcha road.	Carts & bullocks,	1 pie ditto ditto,	Bhelsa ...	46	S.	Ditto ...	Carts and bullocks.	1 pie ditto ditto,	Return freight for salt.
	Kunch ...	120	N.	Kutcha road ...	Ditto ...	1 pie ditto ditto,	Khosai ...	39	S.	Ditto ...	Ditto ...	Ditto ditto.	
	Mohoni ...	18	N.E.	Ditto ...	Ditto ...	1 pie ditto ditto,	Sagar ...	42	S.	Ditto ...	Ditto ...	Ditto ditto.	
	Saleegarh ...	30	N.E.	Ditto ...	Ditto ...	1 pie ditto ditto,							
	Mussaipur ...	53	N.E.	Ditto ...	Ditto ...	1 pie ditto ditto,							

PART II.—Statement showing the Course of the Sugar Trade and the Quantity which crossed each Section of the Inland Customs Line during the year 1872-73—(concluded.)

Name of Division.	Name of Post.	Imports.														Name of Sugar mart to which the Post is supplied.	From Post.		Nature of communication.	Description of carriage.	Average cost of carriage as the	To Post.		Nature of communication.	Description of carriage.	Average cost of carriage.	Remarks.
		Refined.							Unrefined.																		
		Jubbulpur Trunk.	Right bank of the Jumna.	Ganges trunk.	Left bank of the Ganges (Rohilkhand and Eastern Gauges).	Marts below Allahabad.	Miscellaneous marts.	Total.	Jubbulpur Trunk.	Right bank of the Jumna.	Ganges Trunk.	Left bank of the Ganges (Rohilkhand and Eastern Gauges.)	Marts below Allahabad.	Miscellaneous marts.	Total.	Total Sugar.		Distance in miles.	Direction.				Distance in miles.	Direction.				
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.		Miles.					Miles.				
Bengal.	Malthon	...	...	...	...	...	...	181	181	...	...	...	...	...	8,650	8,650	8,831	Marwari	34	N.E.	Jangal road	Bullock	1 pie per md. per mile.	Khersi	76	S.W.	Jangal road	Bullocks	1 pie per maund.	Original investment, return freight extra.
	Daudri	...	...	...	18	22	...	...	37	...	...	7	849	...	...	849	886	Sagar	13	E.	Kutcha jangal road.	Pack	2 annas 6 pie to Sagar.	Khersi and Pathoria.	191	W.	Kutcha road.	Pack cattle	3 annas 3 pie to Khersi.	Original investment, return freight extra and miscellaneous goods.
																		Jubulpur	130	S.E.		Cattle	1 Re. 9 annas to Jubulpur per maund.		84	W.			2 pie to Pathoria.	
	Till	...	...	...	...	...	7,037	...	7,037	...	37	...	...	5,709	...	5,741	9,778	Ditto	113	S.E.	Partly kutcha and partly pucca.	Carts	2 pie per maund per mile.	Bhopal	80	S.W.	Kutcha road	Carts	1½ pie per maund.	Original freight.
																								Seraoj	6	W.				
	Gurjhoosar	...	...	...	...	35	...	...	35	...	...	...	...	25	...	25	60	Ditto	91	N.	Cart track	Ditto	12 annas per md.	...	...	...	...	...	...	Ditto.
																		Ditto	11	E.		Ditto	1 anna 4 pie do.	Local consumption.						
	Daori	...	...	...	...	...	...	...	...	...	...	...	...	45	...	45	45	Jubulpur	93	S.E.	Ditto	Carts and pack cattle.	1½ pie per mile per maund.	Sleemanpur	12	W.	Common	Pack cattle	1½ pie per mile per maund	Ditto.
	Trinbakhera	...	...	...	...	30	...	...	30	...	...	...	...	1	...	1	31	Narsingpur	39	S.E.	Kutcha road	Cart bullock	1½ pie per md. per mile. 1½ pie per md.	Depot in Bhopal	12	W.	Kutcha road	Carts and bullocks.	At 1 pie per mile per maund. 1½ pie ditto	Ditto.
	Paloha	...	...	...	...	314	...	...	314	...	...	...	...	...	...	...	314	Gadarwara	7	N.	Ditto	Cart, buffaloes, and ponies.	2 and 3 pie per md.	Ditto	9	W.	Ditto	Carts, buffaloes, and ponies.	2 and 3 pie per maund.	Ditto.
																		Reserve	240	S.E.	Rail	Railway	14 annas 6 pie per maund.						3 pie ditto	
	Seothhera	...	...	...	...	...	267	...	267	...	...	...	...	...	...	...	267	Gadarwara	15	N.	Cart track	Cart and bullocks.	1 anna 6 pie per maund. 2 annas 6 pie per maund.	Odalpur	9	N.	Cart track	Cart bullock	1 anna 6 pie per maund. 1½ pie per maund	Ditto.
	Gwardha	...	...	...	...	...	16	...	16	...	...	...	...	...	...	...	16	Bankheri	16	S.E.	Ditto	Cart	2 pie per maund.	Chatair	6	N.E.	Ditto	Buffaloes	2 annas 6 pie per maund.	Ditto.
	Total	...	...	...	18	22	7,816	403	7,819	...	37	7	849	3,734	8,650	6,712	14,531												
Berar.	Mowakhera	...	...	...	...	...	1,041	...	1,041	...	...	...	...	...	...	...	1,041	Sohagpur	2	S.	Kutcha road	Chiefly cattle	2 pie per maund	...	...	...	...	Chiefly cattle, sometimes carts.	1 an. per maund for the whole distance.	Original investment.
																		Sohagpur	10	S.W.	Ditto	Occasionally carts.	1½ to 3 annas per maund.	Sorell	14	N.	Kutcha road			
	Pátal	...	...	...	...	38	...	...	38	...	...	...	...	...	...	...	38	Betul	3	S.	Ditto	Ditto	2 annas per md.	Bhaskatch	4	N.W.	Ditto	Ditto	2 pie per maund.	Ditto.
	Hoshangabad	...	...	...	...	7,993	...	7,993	...	...	...	...	...	...	...	...	7,993	Jubulpur	142	E.	Railway and metalled road.	Railway wagons and carts.	By Rail 2 annas, and by cart 1 a. 6 pie.	Bhopal	45	N.	Ditto	Ditto	4 an. 2 pie per maund.	Ditto.
																		Mirzapur	458	N.E.	Ditto	Ditto	12 annas 3 pie per maund.							
	Shoopur	...	...	...	...	302	...	302	...	...	...	...	...	...	...	...	302	Seond	13	E.	Cart track	Carts and cattle.	1 anna per maund.	Baisoda	12	N.	Ditto	Ditto	1 pie per maund.	Ditto.
	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Hoshangabad.	Mirzapur	471	N.W.	Railway	Railway wagons.	14 annas 6 pie per maund.	The sugar is consumed in the town of Hoshangabad and neighbouring villages.						
	Khandwa	...	...	...	...	61,547	...	61,547	...	...	...	...	...	...	...	...	61,547	Ditto	337	S.W.	Ditto	Ditto	1 rupee 3 annas 1 pie per maund ...	Indor	83	W.	Metalled road	Carts	The cost ranges from Rs. 12 to 18 per cart.	Ditto.
																		Jubulpur	263	E.	Ditto	Ditto	12 annas 6 pie per maund.	Sirawad	38	W.	Ditto	Ditto	Re. 1 to 2 per cart.	Ditto.
	Burhanpur	...	...	...	...	13	...	13	...	...	...	...	...	...	...	...	13	Ditto	306	N.E.	Ditto	Ditto	14 annas 6 pie per maund.							
	Total	...	...	...	...	80,393	...	80,393	...	...	...	...	...	...	...	...	80,393												
Konkan.	Dhanteri	...	...	...	...	117	...	117	...	...	...	...	...	...	...	...	117	Raipur	56	S.	Kutcha road	Carts and bullocks.	From Rs. 3 to Rs. 4 per maund.	Dhanteri	...	...	...	...	...	For local consumption.
	Arang	...	...	...	...	30	...	30	...	...	...	...	...	...	...	...	30	Ditto	24	W.	High road	Ditto	Re. 2 to 2-8-0 per maund.	Arang	...	...	...	...	...	Ditto.
	Total	...	...	...	...	147	...	147	...	...	...	...	...	...	...	...	147												

ABSTRACT.

Part II.—Sugar.

Provinces.	Divisions.	Refined.							Unrefined.							
		Jallandar Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilkhand and Eastern Oudh.)	Marts below Allahabad.	Miscellaneous marts.	Total.	Jallandar Doab.	Right bank of the Jumna.	Ganges Doab.	Left bank of the Ganges (Rohilkhand and Eastern Oudh.)	Marts below Allahabad.	Miscellaneous marts.	Total.	Grand Total.
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Punjab.	Multan	2,827	...	...	...	...	75,683	78,465	8,299	...	...	...	...	1,68,395	1,76,694	2,55,159
	Hissar	...	86,231	22,855	25,696	...	2,661	87,443	...	2,30,985	23,707	57,576	...	13,058	3,25,326	4,12,769
	Dehli	...	1,83,399	1,01,626	35,683	14,109	19,709	3,54,526	...	1,49,614	2,70,185	8,703	9,000	86,279	4,73,781	8,28,307
	Total ...	2,827	2,19,630	1,24,481	61,379	14,109	98,008	5,20,434	8,299	3,80,599	2,93,892	66,279	9,000	2,17,732	9,75,801	14,96,235
N.-W. P.	Agra	...	27,266	1,75,526	33,997	1,746	...	2,38,535	...	24,742	1,84,077	1,65,898	...	...	3,74,717	6,13,252
	Jhansi	...	5,997	9,918	3,219	10,475	528	30,137	...	19,498	25,227	17,428	78	9,797	72,028	1,02,165
	Total ...	...	33,263	1,85,444	37,216	12,221	528	2,68,672	...	44,240	2,09,304	1,83,326	78	9,797	4,46,745	7,15,417
Central Provinces.	Sagar	...	...	15	22	7,816	466	7,819	...	33	7	842	2,734	3,096	6,712	14,531
	Hoshatigabad ...	...	...	...	...	80,382	...	80,382	...	...	...	...	...	...	...	80,382
	Raipur	...	...	...	...	147	...	147	...	...	...	...	...	...	...	147
	Total ...	...	...	15	22	87,845	466	88,348	...	33	7	842	2,734	3,096	6,712	95,060
	Grand Total ...	2,827	2,52,893	3,09,940	98,617	1,14,175	99,002	8,77,454	8,299	4,24,872	5,03,203	2,50,447	11,812	2,30,625	14,29,258	23,06,712

No. IX.

Comparative Return of the number of persons captured, convicted, &c.

Divisions.		Year.	Total number of smugglers captured by the Department.	Released by Department.							Sent up for trial.	Acquitted.	Convicted.	Pending when report was submitted.	Percentage of conviction on number of persons sent up for trial, less those whose cases were still undecided.
				On payment of single duty, line cases.	On payment of double duty, line cases.	For making less than one seer, Internal North-Western Provinces.	Infirm persons, pregnant women or minors, Internal North-Western Provinces.	On proof of ignorance or inadvertence, Internal North-Western Provinces.	For want of proof.	Total.					
PANJAB.	Shahpur	1872-73	186	...	9	...	...	...	56	65	121	18	101	2	84·87
		1871-72	234	2	5	* 114	...	...	6	127	107	23	84	...	78·5
		1870-71	217	3	10	117	...	...	2	132	85	16	69	...	81·17
		1869-70	113	...	...	...	...	...	62	62	51	7	44	...	87·03
	Multan	1872-73	29	7	9	...	...	...	...	16	13	3	10	...	76·92
		1871-72	39	4	15	...	...	...	...	19	20	3	17	...	85·0
		1870-71	26	4	2	...	...	...	...	6	20	4	16	...	80·0
		1869-70	33	...	4	...	...	...	18	22	11	1	10	...	90·9
	Hissar	1872-73	241	...	120	...	...	...	1	121	120	13	107	...	89·16
		1871-72	271	...	83	...	...	...	7	90	181	21	160	...	88·39
		1870-71	260	...	126	...	...	...	4	130	130	12	118	...	90·76
		1869-70	306	...	186	...	...	...	...	186	120	4	116	...	96·66
	Dehli	1872-73	301	...	213	...	...	...	...	213	88	...	88	...	100·0
		1871-72	271	1	164	...	...	...	9	174	97	7	90	...	92·78
		1870-71	400	5	46	...	...	...	196	247	153	5	143	...	96·73
		1869-70	213	1	39	...	...	...	18	58	155	6	149	...	96·12
	Total	1872-73	757	7	351	...	...	...	57	415	342	34	306	2	90·0
		1871-72	815	7	267	114	...	...	22	410	405	54	351	...	86·66
		1870-71	903	12	184	117	...	...	202	515	388	37	351	...	95·38
		1869-70	665	1	229	...	...	...	98	328	337	18	319	...	94·7
N.-W. PROVINCES.	Agra	1872-73	429	...	85	* 106	...	...	6	197	232	7	225	...	96·98
		1871-72	317	...	59	90	...	...	19	168	149	15	134	...	89·93
		1870-71	311	2	118	...	...	...	20	140	171	7	164	...	95·9
		1869-70	571	...	377	...	...	...	11	388	183	5	178	...	97·26
	Jhansi	1872-73	738	...	174	386	...	...	3	563	170	18	152	...	89·41
		1871-72	765	...	189	401	...	...	6	596	169	10	159	...	94·08
		1870-71	649	...	163	331	...	...	10	504	145	3	142	...	97·97
		1869-70	946	...	262	...	...	...	513	775	171	7	164		95·85

CENTRAL PROVINCES.	Total ...	1872-73	...	...	1,162	...	259	492	...	...	9	760	402	25	377	...	93·75
		1871-72	...	...	1,082	...	248	491	...	...	25	764	318	25	293	...	92·13
		1870-71	...	...	960	2	281	331	...	...	30	644	316	10	306	...	96·86
		1869-70	...	...	1,517	...	639	...	...	...	524	1,163	354	12	342	...	96·58
	Sagar ...	1872-73	...	...	639	...	291	...	...	...	12	303	336	1	335	...	99·7
		1871-72	...	...	736	...	238	...	...	...	25	263	473	13	460	...	97·25
		1870-71	...	...	706	3	401	...	...	...	† 9	413	293	4	289	...	98·64
		1869-70	...	...	506	...	175	...	...	...	17	192	314	3	311	...	99·04
	Hoshangabad. ...	1872-73	...	...	207	...	124	...	...	...	16	140	67	5	62	...	92·53
		1871-72	...	...	205	2	93	...	...	...	19	114	91	1	90	...	98·90
		1870-71	...	...	160	3	84	...	...	...	15	102	58	4	54	...	93·22
		1869-70	...	...	213	...	102	...	...	...	35	137	76	...	76	...	100·0
	Nagpur ...	1872-73	...	...	107	15	38	...	...	...	29	82	25	...	25	...	100·0
		1871-72	...	...	79	8	63	...	...	...	4	75	4	...	4	...	100·0
		1870-71	...	...	43	7	19	...	...	...	15	41	2	...	2	...	100·0
		1869-70	...	...	120	5	83	...	...	...	1	89	31	1	30	...	96·77
	Raipur ...	1872-73	...	...	724	...	311	...	...	...	...	311	413	2	411	...	99·51
		1871-72	...	...	1,696	865	308	...	...	...	13	1,186	510	15	495	...	97·05
		1870-71	...	...	661	125	108	...	...	...	5	238	423	12	411	...	97·16
		1869-70	...	...	702	...	318	...	...	...	50	368	334	3	331	...	99·12
	Total ...	1872-73	...	...	1,677	15	764	...	...	...	57	836	841	8	833	...	99·05
		1871-72	...	...	2,716	875	702	...	...	...	61	1,638	1,078	29	1,049	...	97·31
		1870-71	...	...	1,570	138	612	...	...	...	44	794	776	20	756	...	97·42
		1869-70	...	...	1,541	5	678	...	...	...	103	786	755	7	748	...	99·08
	Berar ...	1872-73	...	...	115	...	94	...	...	...	11	105	10	1	9	...	90·0
		1871-72	...	...	166	2	102	...	...	3	23	130	36	11	25	...	69·44
		1870-71	...	...	152	3	123	...	...	...	7	133	19	5	14	...	76·19
		1869-70	...	...	136	1	97	...	...	...	8	106	30	13	17	...	58·06
	Total line ...	1872-73	...	...	3,711	22	1,468	492	...	...	134	2,116	1,595	68	1,525	2	95·79
		1871-72	...	...	4,779	884	1,319	615	...	3	131	2,942	1,837	119	1,718	...	93·52
		1870-71	...	...	3,585	155	1,200	448	...	...	283	2,086	1,599	72	1,427	...	95·07
		1869-70	...	...	3,859	7	1,643	...	...	...	733	2,383	1,476	50	1,426	...	95·93
INTERNAL.	N.-W. Provinces ...	1872-73	...	...	‡1,448	...	...	399	19	2	190	610	831	77	703	51	90·12
		1871-72	...	...	1,074	...	...	357	24	...	117	498	576	70	506	...	87·85
		1870-71	...	...	1,352	...	...	437	53	...	147	637	715	70	645	...	90·21
		1869-70	...	...	1,209	...	...	416	37	...	124	577	682	72	560	...	88·61

* Salt weighing less than one seer.
† One died, untried.
‡ Seven cases under departmental investigation, North-Western Provinces.

No. IX.

Comparative Return of the number of persons captured, convicted &c.—(concluded).

Divisions.	Year.	Total number of smugglers captured by the Department.	Released by Department.							Sent up for trial.	Acquitted.	Convicted.	Pending when report was submitted.	Percentage of conviction on number of persons sent up for trial, less those whose cases were still undecided.
			On payment of single duty, line cases.	On payment of double duty, line cases.	For making less than one seer, Internal North-Western Provinces.	Infirm persons, pregnant women or minors, Internal North-Western Provinces.	On proof of ignorance or inadvertence, Internal, North-Western Provinces.	For want of proof.	Total.					
INTERNAL—(*concluded.*) Oudh ...	1872-73	*1,153	...	...	693	2	...	17	712	439	26	354	59	93·15
	1871-72	345	...	...	189	3	...	11	202	142	4	138	...	97·18
	1870-71	266	...	...	124	...	...	13	137	129	4	125	...	96·89
	1869-70	2,089	...	...	1,608	3	...	85	1,696	393	43	350	...	89·05
Total ...	1872-73	2,601	...	...	1,092	21	2	207	1,322	1,270	103	1,057	110	91·12
	1871-72	1,419	...	...	546	27	...	127	700	718	74	644	...	89·69
	1870-71	1,618	...	...	561	53	...	160	774	844	74	770	...	91·23
	1869-70	3,298	...	...	2,024	40	...	209	2,273	1,025	115	910	...	88·72
Grand Total ...	1872-73	6,312	22	1,468	1,584	21	2	341	3,438	2,865	171	2,582	112	93·78
	1871-72	6,198	884	1,319	1,151	27	3	258	3,642	2,555	193	2,362	...	92·44
	1870-71	5,203	155	1,200	1,009	53	...	443	2,860	2,343	146	2,197	...	93·68
	1869-70	7,157	7	1,643	2,024	40	...	942	4,656	2,501	165	2,336	...	93·40

* Two cases under departmental investigation, Oudh.

No. A.

Comparative detail of persons imprisoned and fined for breach of Customs Laws during the year 1872-73.

| Divisions. | Year. | Imprisoned in default of payment of fines. | | |

No. X.

Comparative detail of persons imprisoned and fined for breach of Customs Laws during the year 1872-73—(concluded).

Divisions.	Year.	Imprisoned in default of payment of fines.							Paid fines.																			
		Number imprisoned for six months.	Ditto for and above three months.	Ditto ditto 2 ditto.	Ditto ditto 1 ditto.	Ditto ditto 15 days.	Ditto ditto 10 ditto.	Below 10 days.	Total number who under went imprisonment.	Number who paid fines of Rs. 250 and upwards.	Aggregate paid.	Above Rs. 100.	Aggregate paid.	Above Rs. 50 and up to Rs. 100.	Aggregate paid.	Above Rs. 30 and up to Rs. 50.	Aggregate paid.	Above Rs. 20 and up to Rs. 30.	Aggregate paid.	Above Rs. 10 and up to Rs. 20.	Aggregate paid.	Above Rs. 5 and up to Rs. 10.	Aggregate paid.	Up to Rs. 5.	Aggregate paid.	Total who paid fines.	Aggregate paid.	Average of fines.
Sagar ...	1872-73 ...	1	24	57	39	24	14	...	1,582	...	...	...	...	...	...	1	50	9	222	36	558	66	559	65	250	177	1,689	9·25
	1871-72 ...	18	89	72	8	4	...	...	193	...	...	...	...	1	100	13	540	23	505	192	2,333	35	186	4	11	268	3,675	13·71
	1870-71 ...	6	80	88	8	...	...	...	187	...	...	...	...	...	...	2	100	10	225	57	657	26	163	11	22	106	1,167	11·00
	1869-70 ...	4	6	36	50	108	3	...	20	...	...	...	...	1	100	3	140	6	150	23	405	49	474	22	99	104	1,368	13·15
Hoshangabad	1872-73 ...	1	...	2	5	3	...	...	11	...	...	...	...	...	...	...	...	4	95	25	269	13	82	9	31	51	477	9·35
	1871-72 ...	...	...	2	4	3	...	4	13	...	...	...	...	...	...	7	250	15	360	35	382	12	61	8	17	77	1,070	13·89
	1870-71 ...	...	...	...	2	2	...	...	4	...	...	...	...	...	...	...	...	...	...	2	40	15	146	36	140	50	326	6·52
	1869-70 ...	...	...	...	...	3	2	2	7	...	...	...	...	1	100	...	...	4	100	5	69	8	70	51	159	69	498	7·21
Nagpur ...	1872-73 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	100	...	...	16	37	25	137	5·48
	1871-72 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	10	3	15	4	25	6·25
	1870-71 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	10	2	10	5·
	1869-70 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	20	2	20	27	81	30	121	4·03
Raipur ...	1872-73 ...	...	...	...	...	2	9	...	11	...	...	...	...	3	210	...	...	...	...	8	177	28	200	361	1,175	400	1,762	4·40
	1871-72 ...	...	...	...	...	2	5	15	22	...	...	...	...	...	...	...	...	2	52	3	50	11	94	457	1,127	473	1,323	2·79
	1870-71 ...	...	...	...	...	4	12	17	33	...	...	...	...	...	...	...	...	1	30	4	60	17	145	356	746	378	981	2·59
	1869-70 ...	...	...	...	1	1	5	24	31	...	...	1	150	...	...	3	150	3	85	9	165	39	336	245	583	300	1,469	4·89
Total ...	1872-73 ...	1	24	59	44	29	23	...	180	...	...	...	...	3	210	1	50	18	317	78	1,104	107	841	451	1,493	653	4,015	6·14
	1871-72 ...	18	89	75	12	9	5	19	227	...	...	...	...	1	100	21	790	40	917	230	2,755	59	351	472	1,170	822	6,093	7·41
	1870-71 ...	6	81	88	10	6	12	17	220	...	...	...	...	...	...	2	100	11	255	63	757	58	454	402	918	536	2,484	4·63
	1869-70 ...	4	6	36	51	112	10	36	245	...	...	1	150	2	200	6	290	13	335	38	659	98	900	345	922	503	3,456	6·87
Berar ...	1872-73 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	45	3	39	4	22	...	...	9	106	11·77
	1871-72 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	100	8	201	7	80	...	...	8	33	25	414	16·56
	1870-71 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	35	3	70	...	...	...	...	10	50	14	155	11·07
	1869-70 ...	...	...	...	...	...	1	2	3	...	...	1	150	...	...	...	...	2	60	4	70	...	...	7	27	14	307	21·92

TOTAL LINE AND MINES ...	1872-73	...	8	55	72	155	67	57	8	422	...	...	1	200	7	460	25	975	51	1,247	227	2,937	249	1,801	543	1,812	1,103	9,422	8·54
	1871-72	...	53	109	98	120	43	6	53	477	...	...	1	150	2	150	30	1,230	88	2,015	303	3,902	223	1,827	590	1,581·06	1,237	10,855·06	8·78
	1870-71	...	28	104	105	143	71	31	33	515	...	...	...	...	6	375	13	539	48	1,189	157	2,037	138	1,061	552	1,456·37	912	6,657·37	7·30
	1869-70	...	19	38	79	227	186	29	64	642	...	...	3	500	4	580	19	860	41	966	105	1,571	168	1,425	442	1,255·50	784	7,157·50	9·12
N.-W. P. ...	1872-73	...	11	26	113	57	16	3	6	232	...	...	...	...	11	1,050	13	445	49	1,078	176	2,065	153	914	69	259	471	5,811	12·33
	1871-72	...	9	23	79	72	20	3	3	209	1	500	...	...	1	75	2	100	45	1,085	98	1,304	91	544	59	174	297	3,782	12·72
	1870-71	...	12	37	73	112	11	2	2	249	...	...	...	...	6	600	10	522	56	1,516	128	1,609	112	661	84	289	396	5,197	14·10
	1869-70	...	81	28	76	89	12	1	5	212	...	...	6	700	...	...	6	225	30	655	123	1,413	110	562	73	186	348	3,741	6 5
OUDH ...	1872-73	...	4	24	17	75	23	...	14	162	...	...	...	...	...	...	3	120	13	285	61	666	52	326	63	163	192	1,560	8·13
	1871-72	...	1	6	20	20	13	...	3	63	...	...	...	...	1	100	1	50	3	90	20	260	23	137	27	70	75	707	9·43
	1870-71	...	2	9	8	19	7	1	...	46	...	...	...	...	1	100	5	250	2	60	30	491	26	152	15	43	79	1,096	13·88
	1869-70	...	2	15	20	61	76	31	7	212	...	...	2	350	...	...	...	...	7	160	33	421	59	352	37	111	138	1,394	10·10
TOTAL ...	1872-73	...	15	50	130	132	44	3	20	394	...	...	...	...	11	1,050	16	565	62	1,363	237	2,731	205	1,240	132	422	663	7,371	11·11
	1871-72	...	10	29	99	92	33	3	6	272	1	500	...	...	2	175	3	150	48	1,175	118	1,564	114	681	86	244	372	4,489	12·06
	1870-71	...	14	46	81	131	18	3	2	295	...	...	...	...	7	700	15	772	58	1,576	158	2,100	138	813	99	332	475	6,29	13·25
	1869-70	...	3	43	96	50	88	32	12	424	...	...	8	1,050	...	...	6	225	37	815	156	1,834	169	914	110	297	486	5,135	10 50
GRAND TOTAL	1872-73	...	23	103	202	287	111	60	28	816	...	...	1	200	18	1,510	41	1,540	113	2,610	464	5,686	454	3,041	675	2,224	1,766	16,793	9·50
	1871-72	...	63	138	192	212	76	9	59	749	1	500	1	150	4	325	33	1,380	136	3,190	421	5,466	337	2,508	676	1,825·06	1,609	15,344·06	9·53
	1870-71	...	42	150	186	274	89	34	35	810	...	...	...	...	11	1,075	28	1,381	106	2,765	315	4,837	276	1,874	651	1,788·37	1,387	12,950·37	9·85
	1869-70	...	22	81	175	377	274	61	76	1,066	...	...	11	1,550	6	580	25	1,085	78	1,781	612	3,405	337	2,339	552	1,552·50	1,270	12,292·50	9·66

No. XI.

Comparative return of the total quantity of goods confiscated and on which double duty was levied in 1872-73 *and three preceding years.*

Divisions.	Year.	CONFISCATIONS.						Total value of confiscations.	DOUBLE DUTY.						Total of extra duty so levied.
		Salt.			Sugar.				Salt.			Sugar.			
		Cases.	Quantity.	Value.	Cases.	Quantity.	Value.		Cases.	Quantity.	Amount of extra duty so levied.	Cases.	Quantity.	Amount of extra duty so levied.	
		No.	Mds.	Rs.	No.	Mds.	Rs.	Rs.	No.	Mds.	Rs.	No.	Mds.	Rs.	Rs.
Shahpur	1872-73	113	103·63	310·90	...	...	...	310·90	9	·52	1·54	...	...	...	1·54
	1871-72	169	69·82	63·59	...	...	...	63·59	4	·4	1·21	...	...	...	1·21
	1870-71	166	184·94	159·98	...	...	...	159·98	13	1·2	3·4	...	...	...	3·4
	1869-70	134	45·01	3·49	...	...	...	3·49	19	1 23	3·71	...	...	...	3·71
Multan	1872-73	3	0·26	...	3	4·18	31·83	31·83	...	...	...	30	40·63	153·73	153·73
	1871-72	7	3·77	...	8	45·46	387·61	387·61	...	...	...	21	48·67	64 97	64·97
	1870-71	12	·52	...	9	10·46	131·51	131·51	...	...	...	12	9·9	8·67	8·67
	1869-70	21	·57	...	4	16·15	114·26	114·26	...	...	...	4	1 29	1·22	1·22
Hissar	1872-73	280	788·74	2,760·62	3	5·8	20·31	2,780·93	56	42·34	254·4	46	172·83	183·75	437·79
	1871-72	365	1,091·89	4,091·	6	2·45	17·75	4,108·75	36	6·12	36·75	83	844·96	1,124·81	1,161·56
	1870-71	220	816·60	3,783·28	7	4·66	24·16	3,807·40	52	27·28	164·93	59	244·25	228·02	392·95
	1869-70	312	864·	3,754·	6	4·	48·	3,802·	69	7·	41·	86	446·	347·	388·
Delhi	1872-73	135	279·57	1,124·13	13	47·92	247·31	1,371·44	57	115·45	692·81	235	735·67	1,064·37	1,757·68
	1871-72	133	182·0	810·	17	26·	103·8	913·8	74	184·	557·	168	399·	204·	761·
	1870-71	160	188·70	896·18	21	301·05	3,552·88	4,449·06	118	1,143·11	3,429 31	203	1,648·7	920·87	4,350·18
	1869-70	208	152·0	714·	72	44·	235·	949·	111	822·	2,466·	247	1,029·	501·	2,967·
Total	1872-73	531	1,172·20	4,195·65	19	57·18	299·45	4,495·10	122	158·31	948·39	311	949·13	1,402·35	2,350·74
	1871-72	674	1,347·48	4,964·59	31	73·91	508·44	5,473·03	114	190 52	594,96	272	1,292·63	1,393·78	1,988·74
	1870-71	558	1,190·76	4,839·39	37	316·17	3,708·55	8,547·95	183	1,171·41	3,597·64	274	1,902·85	1,157 56	4,755·2
	1869-70	675	1,061·58	4,471·49	82	64·15	397·26	4,868·75	199	830·23	2,510·71	337	1,476·29	849 22	3,359·93
Agra	1872-73	311	628 97	2,069·19	4	2·45	20·6	2,089·25	174	1,102·25	3,306·82	213	439 70	194·57	3,501·39
	1871-72	228	372·76	1,381·4	7	5·2	45·23	1,426·64	127	688·37	2,065·11	287	748·12	511 63	2,576·75
	1870-71	215	297·43	1,443·81	13	32·50	303·33	1,747·15	129	1,176·31	7,057·93	396	614·26	637·92	7,695·85
	1869-70	428	424·42	1,982 60	6	25·92	303·60	2,286·21	142	558·51	3,211·21	299	480·02	488·77	3,699·98
Jhansi	1872-73	325	182·16	1,060·99	1	·60	3·19	1,064·18	99	16·33	98·20	85	151·36	152·44	250·64
	1871-72	752	186·09	1,212·9	...	...	...	1,212·9	371	10·37	62·25	242	174·57	140·29	202·54
	1870-71	246	88·51	600·26	5	120·12	561·67	1,161·93	85	6·53	39·83	112	194·27	207·58	247·41
	1869-70	645	218·30	1,607·21	...	...	...	1,607·21	206	10·69	64 77	89	154·54	165·69	230·44

Total ...	1872-73	...	636	811·13	3,130·18	5	3·05	23·25	3,153·43	273	1,118·58	3,405·02	298	591·06	347·01	3,752·03
	1871-72	...	980	558·85	2,593·13	7	5·3	45·23	2,638·73	498	698·74	2,127·36	529	922 69	651·92	2,779·29
	1870-71	...	461	385·94	2,044·07	18	152·62	865·	2,909·08	214	1,182·84	7,097·76	418	808·53	845·50	7,943·26
	1869-70	...	1,073	642·72	3,589·81	6	25·92	303·27	3,893·42	348	569·10	3,275·96	388	634·56	654·46	2,930·42
Sagar ...	1872-73	...	303	375·07	2,431·19	1	·35	4·56	2,435·75	100	7·8	23·37	35	37·25	26·25	49·62
	1871-72	...	315	511·22	3,800·22	5	4·14	42·34	3,842·62	83	8·83	26·99	65	40·61	20·79	47·78
	1870-71	...	319	483·52	3,864·7	6	9·8	105·93	3,970·63	110	6·2	20·75	71	51·98	29·5	50·25
	1869-70	...	306	527·	4,152·	5	44·	546·	4,698·	79	11·	40·	46	32·	17·	57·
Hoshangabad ...	1872-73	...	74	132 68	1,302·81	4	3·87	119·02	1,421·83	75	330·92	822·43	43	433·05	866 13	1,688·56
	1871-72	...	66	102·54	782·23	4	4·91	79·	861·23	53	10·75	63·69	29	84·98	169·99	233·69
	1870-71	...	76	153·98	1,056·28	3	2·6	82·59	1,138·87	64	246·72	1,062·2	30	99·15	197·74	1,259·94
	1869-70	...	133	182·	1,325·	2	17·98	409·	1,734·	81	240·	863·	33	100·	193·	1,056·
Nagpur ...	1872-73	...	10	48·08	249·49	...	...	...	249·49	20	26·14	109·47	...	...	...	109·47
	1871-72	...	6	9·93	97·27	...	...	...	97·27	14	8·7	26·28	1	·2	·4	26·68
	1870-71	...	18	3·94	23·39	...	...	...	23·39	16	1·97	5·93	1	·62	1·25	7·18
	1869-70	...	18	18·37	237·92	...	...	...	237·92	42	61·84	183·54	12	52·99	104·49	288·03
Raipur ...	1872-73	...	297	940·82	5,523·13	...	...	...	5,525·13	151	119·6	577·62	1	·1	·19	577·81
	1871-72	...	243	1,125·34	6,305·43	...	...	...	6,305,43	155	320·37	2,468·71	2	·67	2·39	2,471·10
	1870-71	...	213	635·23	4,083·94	...	...	...	4,083·94	106	104·46	627·27	2	·32	·66	627·93
	1869-70	...	190	1,632·51	10,809·75	1	·05	·50	10,810·25	170	217·12	760·01	1	·12	·25	760·26
Total ...	1872-73	...	684	1,496·65	9,506·62	5	4·22	123·58	9,630·20	346	483·20	1,532·89	79	470·31	892·57	2,425·46
	1871-72	...	630	1,749·03	10,965·15	9	9·05	121·34	11,106·55	305	348·12	2,585·67	97	126·28	193·21	2,779·25
	1870-71	...	626	1,276·67	9,027·68	9	11·14	188·52	9,216·83	296	359·17	1,715·97	104	152·07	228·70	1,945 30
	1869-70	...	647	2,359·88	16,524·67	8	62·03	955·50	17,480·17	372	529·96	1,846·55	92	185·11	314·74	2,161·29
Berar ...	1872-73	...	18	18·69	83·34	...	...	...	83·34	38	27·96	111·84	...	...	...	111·84
	1871-72	...	17	25·97	308·84	...	...	...	308·84	66	19·84	68·67	...	...	...	68·67
	1870-71	...	22	41·29	521·82	...	...	...	521·82	55	69·4	207·37	...	...	...	207·37
	1869-70	...	49	116·94	1,230·38	...	...	...	1,230·38	64	67·26	201·74	...	...	...	201·74
Grand Total ...	1872-73	...	1,869	3,498·67	16,915·79	29	64·45	448·28	17,362·07	779	1,788·05	5,998·14	688	2,010·50	2,641·93	8,640·07
	1871-72	...	2,301	3,681·33	18,851·71	47	87·99	675·01	19,527·15	983	1,257·22	5,376·66	898	2,341·60	2 238·91	7,615·95
	1870-71	...	1,667	2,894·66	16,432·96	64	479·93	4,762·07	21,195·68	748	2,782·46	12,618·74	796	2,863·45	2,231·76	14,850·05
	1869-70	...	2,444	4,181·12	25,816·35	96	152·10	1,656·03	27,472·72	983	1,996·55	7,834·96	817	2,295·96	1,818 42	9,653·38

No. XII.

Comparative Return showing the quantity of goods seized as Head-loads and the number of Head-load Salt Smugglers apprehended during the year.

	Divisions.	Salt.				Sugar.				Number of head-load Salt smugglers seized.		Remarks.
		1872-73.		1871-72.		1872-73.		1871-72.				
		Number of head-loads.	Number of maunds.	Number of head-loads.	Number of maunds.	Number of head-loads.	Number of maunds.	Number of head-loads.	Number of maunds.	1872-73.	1871-72.	
Panjab.	Shahpur	109	62	225	64	...	...	...	...	166	225	
	Multan	...	...	1	...	9	4	7	2	...	1	
	Hissar	1,173	742	1,450	1,063	25	5	19	4	192	231	
	Dehli	382	210	351	144	169	17	104	15	153	192	
	Total	1,664	1,014	2,027	1,271	203	26	130	21	511	649	
N.-W. P.	Agra	707	379	563	332	12	4	14	4	349	271	
	Jhansi	715	296	954	199	1	1	4	1	714	686	
	Total	1,422	675	1,517	531	13	5	18	5	1,063	957	
C. Provinces.	Sagar	757	346	878	439	22	4	45	14	303	413	
	Hoshangabad	193	61	300	132	3	1	2	...	145	152	
	Nagpur	81	61	61	17	...	...	...	...	81	61	
	Raipur	1,950	742	1,663	846	...	...	...	...	643	739	
	Total	2,981	1,210	2,902	1,434	25	5	47	14	1,172	1,365	
	Berar Line	96	9	107	18	...	...	...	...	96	107	
	Grand Total	6,163	2,908	6,553	3,254	241	36	195	40	2,842	3,078	

No. XIII.

Comparative Return of Cases reported to Revenue Commissioners or otherwise disposed of during the year.

1. Divisions.		2. Description and quantity of goods seized. Salt.	3. Sugar.	4. Grounds of seizure and detail of cases. Without rawannas.	5. In excess of rawannas.	6. Difference between goods and specification of rawannas and goods taken to closed posts, &c.	7. Total number of cases of seizure.	8. Cases ordered by Collector or Commissioner of Customs. For release.	9. For double duty.	10. Total number disposed of by Collector or Commissioner of Customs.	11. Reported to Revenue Commissioner. For release.	12. For confiscation.	13. For double duty.	14. Total number of cases reported to Revenue Commissioner.	15. Orders of Collector. Confirmed.	16. Modified.	17. Reversed.	18. Total number of cases decided by Revenue Commissioner.
Panjab. Shahpur,	1872-73	104	...	122	...	...	122	47	9	56	...	66	...	66	65	1	...	66
	1871-72	70	...	173	...	...	173	108	6	114	...	59	...	59	59	...	...	59
Multan ...	1872-73	...	24	24	30	...	54	1	2	3	...	3	46	49	49	...	...	49
	1871-72	4	448	24	195	...	219	1	186	187	...	11	21	32	32	...	...	32
Hissar ...	1872-73	831	178	352	30	8	390	7	...	7	1	283	102	386	386	...	...	386
	1871-72	1,098	1,070	491	1	1	493	2	1	3	...	371	119	490	490	...	...	490
Dehli ...	1872-73	395	784	341	98	1	440	...	292	292	...	148	292	440	439	1	...	440
	1871-72	540	606	234	108	7	399	7	...	7	...	150	242	392	389	1	2	392
Total...	1872-73	1,330	986	839	158	9	1,006	55	303	358	1	500	440	941	939	2	...	941
	1871-72	1,712	2,124	972	304	8	1,284	118	193	311	...	591	382	973	970	1	2	973
N.-W. P. Agra ...	1872-73	1,731	442	392	310	...	702	...	...	...	...	315	387	702	702	...	...	702
	1871-72	1,988	1,144	294	362	11	667	18	...	18	...	235	414	649	649	...	...	649
Jhansi ...	1872-73	346	225	539	103	...	642	2	...	2	...	416	226	642	641	1	...	642
	1871-72	342	304	477	151	...	628	...	...	...	...	354	274	628	628	...	...	628
Total...	1872-73	2,077	667	931	413	...	1,344	2	...	2	...	731	613	1,344	1,343	1	...	1,344
	1871-72	2,330	1,448	771	513	11	1,295	18	...	18	...	589	688	1,277	1,277	...	...	1,277
C. Provinces. Sagar ...	1872-73	393	40	428	19	4	451	9	3	12	...	304	135	439	439	...	...	439
	1871-72	1,247	45	471	31	...	502	16	...	16	...	319	167	486	482	1	...	483
Hoshangabad.	1872-73	129	373	152	27	...	179	2	109	111	...	74	116	190	190	...	...	190
	1871-72	150	420	139	29	...	168	6	...	6	...	79	83	162	161	...	...	161
Nagpur...	1872-73	87	...	40	2	...	42	7	...	7	5	10	20	35	35	...	...	35
	1871-72	101	1	27	...	...	27	...	...	...	...	5	22	27	27	...	...	27
Raipur ...	1872-73	1,105	...	445	7	...	452	...	...	...	...	301	151	452	445	4	3	452
	1871-72	1,684	...	496	19	...	515	8	19	27	...	302	186	488	479	...	9	488
Total...	1872-73	1,714	413	1,065	55	4	1,124	18	112	130	5	689	422	1,116	1,109	4	3	1,116
	1871-72	3,182	466	1,133	79	...	1,212	30	19	49	...	705	458	1,163	1,149	1	9	1,159
Berar. Berar ...	1872-73	70	...	55	3	...	58	2	...	2	...	18	38	56	55	1	...	56
	1871-72	597	...	100	...	...	100	2	...	2	...	27	71	98	93	5	...	98
Grand Total,	1872-73	5,191	2,066	2,890	629	13	3,532	77	415	492	6	1,938	1,513	3,457	3,446	8	3	3,457
	1871-72	7,821	4,038	2,976	896	19	3,891	168	212	380	...	1,912	1,599	3,511	3,489	7	11	3,507

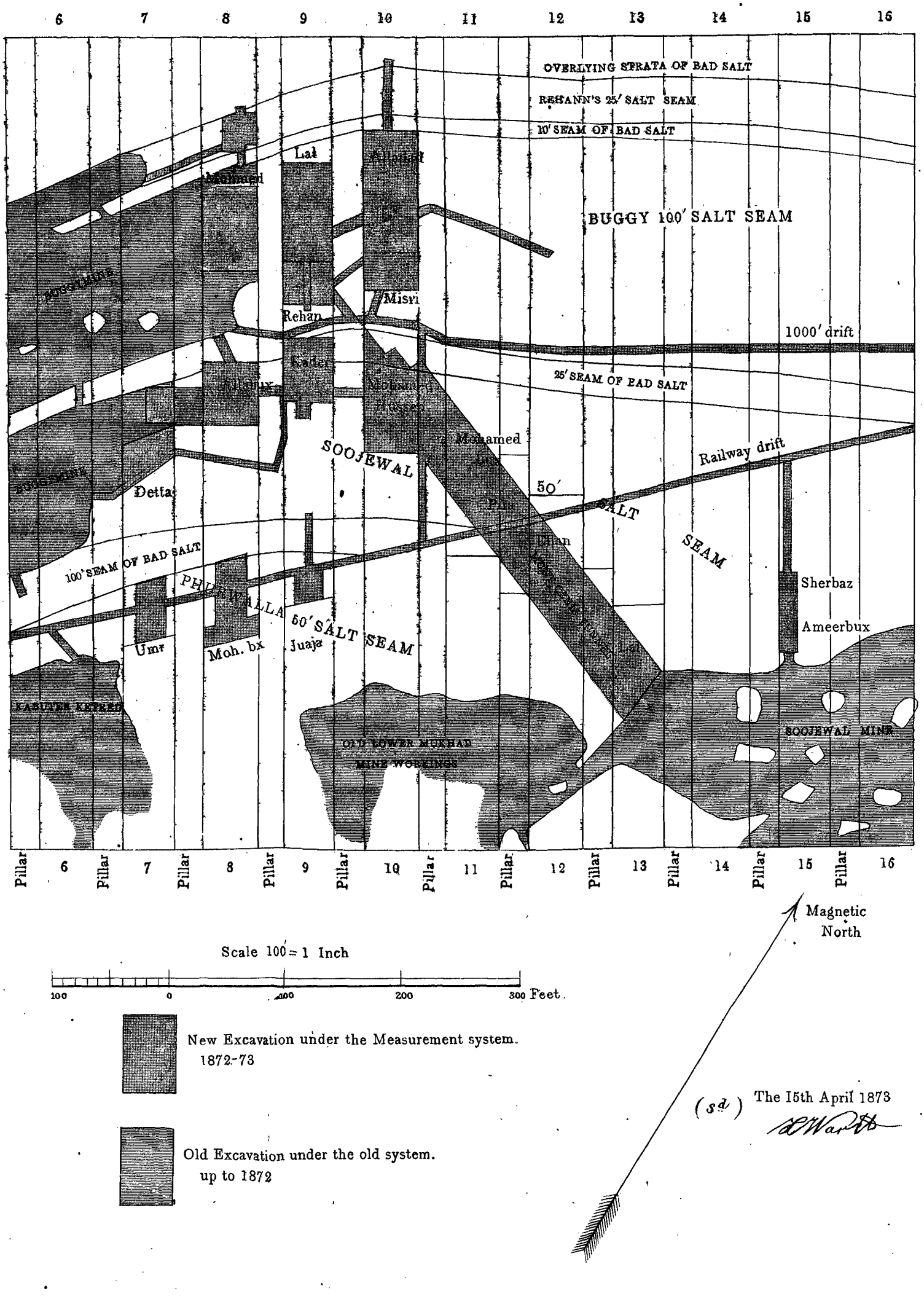
SKETCH MAP

SHEWING THE WORKING OF THE

MAYO SALT MINE

in 1872-73

and the future working Plan.



(sd) The 15th April 1873

Appendix A.

Note by the Commissioner of Inland Customs on the new system of excavation in the Mayo Mines and of payment of the Miners, &c., with a Map.

MAYO MINES.
New system of excavation.

1. DR. Warth has now set well on foot his new system of excavation. Previously the miners dug out salt wherever it was most convenient for them, care being taken merely that pillars should here and there be left for the support of the mines. This rough and unscientific method of working the mines has proved neither economical nor safe—in fact many parts of the old workings are quite dangerous. Dr. Warth has planned out the interior of the mountain where the salt strata lie for excavation in a series of parallel chambers 45 feet wide, divided by pillars or walls 25 feet thick. The height and length of the chambers will depend on the thickness of the respective salt seams. The chambers are numbered from west to east—that is, beginning at the entrance of the mine and proceeding to the interior. Twenty-five chambers have been planned out, but the workings are at present confined to chambers Nos. 7 to 15. The walls between the chambers and those parts of the chambers which, as not consisting of good salt, will not be excavated, will, in the words of Dr. Warth, "form a powerful framework, which is sufficient to keep up the weight of the whole hill above it."

Dr. Warth on general working plan.

2. The following further remarks regarding the general working plan to be followed are extracted from Dr. Warth's report:—

"There is one large chamber worked in a different direction from the other parallel chambers—that is, the Mont Cenis chamber, which has been worked out of the Mont Cenis tunnel, connecting the two old Sujiwal and Bagi mines together. Already there are, however, side workings commenced, which will reunite the Mont Cenis chamber with the general system. The loss of pillar surface caused by the diagonal direction of the chamber will be compensated for by increased strength of the pillars at the points of junction between the parallel chambers and the Mont Cenis chamber. To secure the tramway drift upon which almost the whole working of the mines depends now, the chambers starting from it have only been made 25 feet wide, and are widened to the usual 45 feet at a distance of 25 feet from the drift.

"Over the whole mine, the new pillars (that is, the walls separating the chambers) and chambers have been surveyed and marked out beforehand. The marks are formed by bore-holes made into the walls of the mine or the drifts, and wooden pegs are forced into the bore-holes. The marks indicate the boundary line between a pillar and a chamber, where it intersects the side of a working or a drift. To work the mine according to the fixed plan, there is nothing more required but to keep to these marks and to give a direction of 150° magnetic bearing to the pillars by means of the prismatic compass. A knowledge of the average position of the four salt seams is also required in order to start the new chambers. Whenever bad salt is met with the working is, of course, to cease, as this is a sure sign of the good salt seam having been over-stepped.

"The principal duty of the officer is to give out the new contracts and to give general orders as regards the number of days during which the mine is worked, the waste of salt, the supply of salt to the tramway, and the working of the tramway itself. As for surveys, which were before so constantly required, there should scarcely any more be wanted now after the whole system of drifts has been completed. There is, however, very much work to be done as regards the keeping of the chambers in their proper direction."

Alteration in system of payment of miners' wages necessitated and explained.

3. This new and scientific method of working the mine has necessitated an entire alteration in the system of paying the miners. I will endeavour to explain the change which has been effected.

Old system.

4. Under the old system, each miner, or gang of miners working as partners, brought the salt to the mouth of the mines, where it remained until sold by Government. Until then it was not weighed nor taken over by the Government, although it could not be removed and was under the charge and supervision of the Customs' establishment. Large stocks of salt thus accumulated at the mouth of the mines in separate heaps, over each of which a miner or gang of miners held a lien for his wages. A period of from three to six months elapsed between the bringing the salt to the mouth of the mines and its sale. When the salt was sold it was first weighed off into the purchasers' bags by *Dharwais* (or village weighmen), who noted the amount of each miner's salt thus disposed of. This was the first weighment at the mouth of the mines. It was merely a rough weighment in order approximately to make over to the trader in his bags the amount of salt covered by his rawanna. It was not the Government weighment, and was paid for by the miners and traders between them, a percentage being deducted for the lambardars as their perquisite. It devolved on the trader to bring the salt from the mine's mouth in his bags at his own expense to the depôt. He did this either on his own cattle or by employment of the miners' cattle. The average cost from the mouth of Bagi mine was 10 annas, and from the mouth of Sujiwal Re. 1-4-0, to the depôt per 100 maunds. To this must be added the carriage of the traders' bags to the mine's mouth, one anna per 100 maunds, making an average of one rupee per 100 maunds. A period of from three to five days, which sometimes extended to a fortnight, elapsed between the date the empty bags of a merchant were weighed at the Government scales and the date when the filled bags on their return from the mine's mouth were re-weighed and clearance of the despatch effected. When the delay was of more than five days, it was generally due to the merchants having absented themselves. After the salt had been weighed at the Government depôt and the despatch cleared, the miners' wages (but not till then) were considered due. The miners' wages were at the rate of Rs. 4 per 100 maunds for salt excavated by themselves, and Rs. 3-4-6 per 100 maunds for salt which had of itself fallen from the roof or any part of the mine owing to natural causes, without having been excavated by the miner's own labour. This salt is called *khani*, and requires no other labour than breaking up the larger lumps and transporting it out of the mine. The miners generally themselves brought the salt to the mine's mouth, helped by their wives and children. If carriers were hired, they were paid by the miners, at the rate of one rupee per 100 maunds, for the transport of the salt from the interior to the mouth of the mine.

The miners were not paid for their labour until a period of from four to eight months had elapsed from their bringing the salt to the mine's month. Such was the old system, which was very well suited to the primitive method by which the mine was worked.

New or scientific system of excavation.

5. The more scientific method of excavation does not permit of each miner being paid directly on the weight of salt excavated by him. Rectangular spaces are marked for each miner, or gang of miners headed by a contractor, and payment has to be made on the estimated outturn of saleable salt from those spaces. At the same time the miners are relieved from the carriage of the salt to the mouth of the mine. Excavation commences generally at the top of the part to be excavated, by the miner clearing away a horizontal space before him. This is called *kati*, and is laborious work. When a sufficient space has thus been cleared, the miner commences working downwards. This, which is lighter work, is called *par*. It is estimated that on the average there is about four times as much *par* as there is *kati*. A cubic foot of salt weighs 1 maund and 25 seers, but there is considerable wastage, and 80 cubic feet of excavation are estimated to yield only 100 maunds of saleable salt. At first I sanctioned the payment to the miners of Rs. 6 per 100 cubic feet of *kati* and Rs. 4 per 100 cubic feet of *par* excavation, including the carriage of the salt to the mouth of the mines. Soon after this I allowed the miners to take the salt up to the depôt, and increased their wages to Rs. 7 per 100 cubic feet of *kati* and Rs. 5 per 100 cubic feet of *par*. As the traders were relieved of the carriage of the salt from the mouth of the mines to the depôt, which, as shown above, on the average cost them one rupee per 100 maunds, that amount was recovered from them. In was, however, found inconvenient to make the miners themselves bring the salt to the weighing house, and the carriage of the salt from the interior of the mine to the weighing house was given out to contractors.

Rate of wages, including carriage to mine's mouth.

Revised rate of wages, exclusive of carriage.

Carriage rate.

6. The miners being thus relieved of all carriage, I again revised their wages, fixing them at Rs. 5-8-0 per 100 cubic feet of *kati*, and Rs. 3-8-0 per 100 cubic feet of *par*. The carriage contractors were paid 8 annas per 100 maunds by Government for carriage to the mouth of the mines, and Re. 1 per 100 maunds by the traders, for carriage from the mouth of the mines to the depôt.

altered on completion of wagon tramway.

7. When the wagon tramway was completed, the carriage became much cheaper and was given out on contract at 6 annas per 100 maunds, so that, as the traders continued to pay Re. 1 per 100 maunds, there was a clear gain to the Government of 10 annas per 100 maunds. The miners were called upon to deliver the salt excavated by them at the loading places by the tramway, and their wages were consequently again raised to Rs. 6 and Rs. 4 per 100 cubic feet of *kati* and *par* respectively.

Rate of wages finally fixed.

8. Recently, when I visited the mines, I carefully re-considered these rates with Dr. Warth, and came to the conclusion that they might be slightly raised. I finally fixed the following :—

For *kati*, one anna per cubic foot.
„ *par*, eight pies „ „ „

Dr. Warth will so arrange the excavation that the maximum proportion of *kati* to *par* will be on the average one to four.

Cost of salt at the depôt per 100 maunds.

9. The cost of 100 maunds of saleable salt at the depôt will then be—

	Rs.	a.	p.
16 cubic feet = 20 maunds *kati*, at 1 anna per cubic foot,	1	0	0
64 „ = 80 „ *par*, at 8 pies „ „ „	2	10	8
Total excavation, 80 cubic feet=100 maunds ...	3	10	8
Add for carriage by tramway contractor to depôt,	0	6	0
Total Rs.	4	0	8

By slightly decreasing either the wastage or the proportion of *kati*, the charge can be kept down to Rs. 4 per 100 maunds—the cost to Government under the old system. There is another kind of excavation which is effected by blasting salt from the roof of the mine. This is called *chat*. It will not be common under the new system, and, when it occurs, will be paid for as *par*. *Khani* will be paid for to the miners at Rs. 3 per 100 maunds, and will be carried out by the contractor at the same rate as other salt —namely, 6 annas per 100 maunds.

Traders relieved of all charge for carriage.

10. I came to the conclusion that the time had arrived for relieving the traders of all charge on account of the carriage of salt to the depôt. They are charged for their salt one anna per maund in excess of the Rs. 3 duty. This anna is supposed to represent the cost of the salt. The cost to Government for excavation and carriage to the depôt being Rs. 4 per 100 maunds, it is 7·68 pies per maund, and 2 pies per maund are paid for tolls. The balance, 2·32 pies per maund, may be taken to represent interest on capital invested in works in or about the mines. Taking the sales at ten lakhs of maunds per annum, the one anna cess yields Rs. 62,500 per annum, of which Rs. 40,000 goes to pay miners' wages, Rs. 10,417 pays the tolls, and the balance, Rs. 12,083, remains for interest on capital expended. This is equal to five per cent. on nearly 2½ lakhs of rupees—a sum far exceeding the expenditure on mining works. It seems to me, therefore, just to forego the additional charge hitherto thrown on the traders for bringing the salt from the mouth of the mines to the depôt, and to give them the full benefit of the saving which has been effected in the cost of the salt at the depôt. No additional charge is thrown on Government, except that involved in the investment of capital on the tramway and drifts, on which, as shown above, ample interest is realised out of the balance of the one anna cess. I also hope that the increased facilities given to traders by the avoidance of delay and the diminution of cost will tend to re-act on the trade, and thus indirectly increase the Government revenue.

No additional charge to Government in consequence.

The avoidance of delay and diminution of cost will, it is hoped, bring in increased revenue.

Dr. Warth on the distribution and measurement of work.

11. Regarding the distribution of work amongst the miners and the method of measurement, Dr. Warth writes :—" As regards the work of excavation, the number of separate places given amounted at the commencement to sixty. Now the number has been reduced, and some very large contracts were given. There is one *par* place 102 feet long and 42 feet broad, yielding more than 5,000 maunds for one single foot of advance downwards. The larger the places are, the easier the excavation is. It, however, depends upon the contractor's ability to manage a large number of men. I gave large places to the most influential of the miners' lambardars. Some other places, which are most of them small ones, I gave to well-behaved miners. The smaller contracts are to exercise a check

against any attempt of the lambardars to monopolise the work and under-pay their men. The men are at liberty to work with any contractor or lambardar, according to their own pleasure. As a rule, the lambardars have their own men with them, and relatives or brethren work together in small contracts. There is, at least for the present, no fear at all of the individual miners not being properly paid by the contractors. It has been agreed that the contractors get half an anna from every rupee for their trouble, which is not at all too high compared with the advantages which the lambardars had under the old system. The continuance of each contract depends, of course, upon the behaviour of the contractor, and no contract is to be permanent. Thus, even a lambardar might at any time be suspended and reduced merely to the monthly pay which he gets from the Collector. In future years the administration of the mine may be so improved that each individual miner may have his share allotted to him without the intervention of a contractor, but at present this cannot be done, nor is there any necessity for it. A beginning will be made by keeping a register of the number of days on which all the individual miners are at work. During the past official year the measurement of the excavated spaces in the mine took place after one to two or more months. The progress of each excavation was always ascertained by measuring back the length from the points at which the working originally began, and deducting from the average the length obtained in the same way at the previous measurement. By multiplying the progress in feet with the length and width of the rectangular section in feet, the cubical contents of the fresh excavation are found.

Precaution against fraud.

"The precaution of re-measuring always from the beginning point is taken to prevent frauds. If mere marks were made in the rock after each measurement, these marks could be shifted backwards by the miners, whilst they cannot do any harm when solid walls of rock salt are taken as starting points. By cutting away from the walls, the miners would deduct from their own work, whilst to increase their work they would have to add to the walls, which it is absolutely impossible to do without detection."

Stock; no account under the old system.

12. It will be observed that under the old system there was no stock account, as the salt was not taken over from the miners until it was bought by the traders, and there could be no doubt as to the outturn and the cost to Government. Under the new system it is necessary to compare the stocks in hand and the amount excavated with the sales, so as to ensure that Government are not paying too much for the salt. Dr. Warth writes:—"The stock is obtained partially by estimation and partially by measurement of the remaining salt heaps. This method is quite sufficient for the purpose, as the total amount of the store is always very small. * * * A few thousand maunds more or less make scarcely any difference in the calculated outturn, and, at all events, the error is not capable of accumulation, but is made good each time when another measurement and estimation takes place. More exactly the outturn can be ascertained by a direct weighing of the salt in store. This has been done in special cases by keeping the salt of the following period of measurement apart until the whole of the salt in store had been sold off. It is of no purpose nor practicable to follow this plan as a rule. Only the outturn of the whole year is of importance to know, and the variations during different periods of measurement counterbalance each other. It depends upon the trade, space, &c., if in a certain case the actual weighment of the salt is

Necessary under the new system.

Dr. Warth on its estimation and measurement.

practicable, and in all instances it takes some time before the total weight can be ascertained, because we have to sell all the salt off for that purpose."

Result of measurement under new system to end of March, 1873.

13. Dr. Warth gives the following figures showing the quantity of salt excavated under the new system (which commenced in February, 1872) up to the end of March, 1873, and the cost thereof:—

Quantity excavated.			Cost of excavation.	Net cost of carriage.	Total cost.	Rate per 100 maunds.
Khani.	Kati and Par.	Total.				
Mds.	Mds.	Mds.	Rs.	Rs.	Rs.	Rs a. p.
54,111	10,31,029	10,85,140	37,715	2,106	39,821	3 10 9

By measurement there were excavated 236,250 cubic feet of *kati* and 603,850 cubic feet of *par*—total 840,100 cubic feet, giving 10,31,029 maunds, or nearly 123 maunds to every 100 cubic feet. Dr. Warth remarks—"this is only two maunds below the expected outturn of 125 maunds, which, it is hoped, will be reached, if not exceeded, next year." Of course, at the commencement of the new system it was necessary to work *kati* exclusively. Consequently, there was in the year an unfavourably large proportion of *kati* to *par*—namely, more than 1 to 3; now that a large area of *kati* has been cleared away, the proportion will be more favourable. Notwithstanding this unfavourable proportion of the more expensive excavations, the cost of the salt to Government is shown to be only Rs. 3-10-9 per 100 maunds against Rs. 4 under the old system. This was chiefly due to the saving effected by the wagon tramway in carriage during the last two months of the year, when we were paying the contractor only six annas per hundred maunds and receiving from the traders one rupee per 100 maunds. From the commencement of the current year the charge to the traders has, as above explained, ceased. I may here mention that 1,14,297 maunds of salt were sold in the year, which had been excavated under the old system. This was in addition to 10,08,140 maunds measurement salt sold in the year out of 10,85,140 shown above.

Old and new excavation: quantities sold.

Dr. Warth's remarks;

14. The following additional remarks of Dr. Warth will be found of interest:—

On the safety of the mines.

"As regards the safety of the mine, falls have continued in dangerous parts, but none of such extent as in the previous year. The expected collapse of a part of old Bagi mine, known as Nazam Din's chamber, has not yet taken place, and there is hope that by filling up with waste salt the danger will be obviated for the present. Purdon's tunnel at the Sujiwal entrance, which serves as a ventilator, threatens to fall in; the masonry has already given way. There are two other tunnels in Sujiwal through which ventilation takes place, but they would alone not be sufficient, and in case of Purdon's tunnel collapsing, I would propose to make two new small tunnels, connecting the Makhad mine with the outside at a place where the distance is only 180 feet. No accident has occurred during the year in the mine.

On geological collection of specimens sent to Vienna.

"A large geological collection has been sent by orders of Government to the Vienna Exhibition, comprising specimens of all the strata overlying the salt beds of the Mayo mine up to the nummu-

lite limestone, and also all kinds of salt specimens and new minerals found in the mine. One large piece of pure salt was sent in form of a rectangular polished block 5 feet by 3 feet by 2½ feet (37½ cubic feet), weighing a little over 60 maunds (about two and one-fifth tons). Another specimen was sent of a mineral called Brogmartite, which occurred in nice crystals at the Mayo mine, and is a combination of sulphate of lime with sulphate of soda. Most important specimens were those of potassa salts, which were only recently found in the Mayo mine. These potassa salts form a deposit at the base of the Sujiwal seam. In the tunnel called Detta's feeder the deposit is two feet, and in the railway tunnel one foot thick. Another tunnel is being driven just now which will meet the potassa salts at a third point and give, perhaps, more information about them. The deposit consists of a mixture of reddish and gray mineral. The reddish mineral is chloride of potassium and the gray one is a mixture of sulphate of potassa with sulphate of magnesia."

Strata overlying "salt."

Salt.

"Brogmartite."

"Potassa salts."

The following chemical analysis was made by the Survey Department:—

	Reddish mineral.	*Gray mineral.*
Chloride of potassium ...	61·43	3·80
„ „ sodium ...	29·32	...
Sulphate „ magnesia ...	7·78	58·02
„ „ potash ...	...	38·00
Water	2·10	0·62

On the temperature of the mines.

The temperature of the mines is apparently very equable. I have requested Dr. Warth to register observations on the temperature inside and outside of the mines. A report recently received gives the temperature of the interior of the mines as below 80° in the month of June, when outside it exceeded 100° in the shade. The ventilation has greatly improved. When the temperature outside exceeds that inside, the current of air enters the mines at the higher openings and goes out at the lower. When the temperature outside is below that inside, the current takes the reverse direction.

Length of tunnels excavated in 1872-73.

15. Since writing this report, I have received from Dr. Warth the accompanying statement of the length of tunnels excavated in 1872-73:—

Names of the Tunnels.	Length in feet finished during the year.		
	1871-72.	1872-73.	Total.
No. 1, Mont Cenis drift ...	220	...	220
„ 4, Chirag Sujiwal ...	70	...	70
„ 5, Patan Bagi ...	19	...	19
„ 6, Kadar Bagi ...	52	...	52
„ 7, Makhan Mohamed Upper Bagi ...	141	355	496
Nos. 8 and 9, Allibaksh Sujiwal ...	38	...	38
No. 11, Nawab Sujiwal ...	235	79	314
„ 20, Mohamed Makhan Sujiwal ...	100	282	382
Bolster's Drift Rehani 25′ Salt seam ...	40	33	73
No. 13, Rehan Bagi ...	60	10	70
„ 19, Bahawala Upper Bagi ...	65	92	157
„ 17, Mohamed Emambaksh ...	64	101	165
Mohamed through the roof in Bagi ...	50	...	50

Names of the Tunnels—(*concluded.*)	Length in feet finished during the year.		
	1871-72.	1872-73.	Total.
No. 16, Aladad at 125′ level ...	100	109	209
„ 22, Pira from Makhad Mine ...	76	56	132
„ 15, Makhan Nizamdin ...	134	...	134
„ 18, Emambax Mohamed ...	40	91	131
„ 18, Hassu Baksh ...	23	...	23
„ 23, Mohamed through Marl-seam ...	12	...	12
In old Dingwala Mine ...	30	...	30
Two small Drifts through Sujiwal pillars ...	20	...	20
No. 12, Makhad Ventilation Drift ...	170	...	170
Backwards elongation of No. 25 Detta's ...	...	61	61
Feeder No. 29, Mohamedbaksh Ilahi ...	68	138	206
„ „ 24, Sawaya Bagi Mine ...	97	...	97
„ „ 21, Lal Sujiwal deep workings ...	87	139	226
„ Mohamedbaksh's from Kabuter-ka tred ...	60	12	72
„ No. 30, from Nawab's Drift No 11 ...	15	148	163
„ „ 25, Detta Moh Baksh from Mont Cenis ...	132	8	140
„ „ 27, Makhan from Thomson's ...	100	53	153
„ „ 26½, Makhan from Thomson's small feeds ...	42	...	42
Low level Tunnel or Railway Drift ...	258	1,499	1,757
New safe road in Bagi Mine ...	316	...	316
Total ...	2,934	3,266	6,200

Minor works.

Besides these tunnels there have been various small works, such as widening existing roads and clearing out debris. The following statement shows the expenditure from the sanctioned grants :—

Cost of improvements.

	Sanctioned.			Expended.		
	Rs.	a.	p.	Rs.	a.	p.
Jogi-ka-Tilla	3,000	0	0	942	7	8
Tunnelling	9,000	0	0	9,169	3	9
Laying rails	10,000	0	0	11,909	10	7
Total ...	22,000	0	0	22,021	6	0

The excess Rs. 21-6-0 was a balance of cash remaining in hand, which had been drawn, but not expended in 1871-72. The saving in the expenditure for Jogi-ka-Tilla was distributed over the tunnelling and rails. Dr. Warth found some difficulty in continuing the Jogi-ka-Tilla excavation, and exercised his discretion in spending the money where it was most wanted. The actual amount expended for tunnelling would have been larger had not the tunnels passed through good salt in many cases. The value of this salt was Rs. 3,492, which so far went to diminish the cost of excavation. The rails were received from the Public Works Department, and their value is not included in the above statement; 330 maunds of rails, nominally valued at Rs. 9 per maund, were taken over; of these, about two-thirds have been laid, and the rest will probably be used in the current year.

Waste lands sublet to miners.

16. In the neighbourhood of the Mayo mines are some waste lands, the property of Government. I have recently obtained the sanction of the Panjab Government for these lands being leased to

the Deputy Collector, who is empowered to make sub-leases to the miners. Accordingly, 782 bighas have been made over to the Deputy Collector, who has sub-leased them to 452 miners, as shown in the following table :—

Village.	No. of lessees.	No. of bigahs.
Chanwal	19	230
Khûra	128	195
Khiûra	184	175
Makrach	121	182
Total ...	452	782

The miners pay a rent of 2 annas per bigah, or 4 annas per acre, for the present. They are subject to eviction by the Deputy Collector on notice being given prior to the commencement of agricultural operations of any year.

17. The miners have shown the greatest eagerness to get this land, which provides them employment and profit when not engaged in the mines. As it is entirely in the discretion of the Deputy Collector to cancel any lease with due notice, it is hoped that the measure will furnish a further guarantee for the good behaviour of the miners.

The measure, it is hoped, will prove a further guarantee for good behaviour of the miners.

Appendix B.

Extracts from Report by the Assistant Commissioner of Inland Customs, Internal Branch, North-Western Provinces.

Demand for saltpetre explained.

53. The flourishing condition of the saltpetre manufacture and trade is to be ascribed to the steady demand, at Calcutta and Bombay, for the European and China markets, the conditions of which are so favourable and accommodating as to enable the staple of every quality to find ready sale in undiminished quantity. Chiefly from Farakhabad and Aligarh, the purest saltpetre, guaranteed at under 5 per cent. refraction, is supplied on contract to large firms, such as Gillanders, Arbuthnot & Co. This saltpetre is exclusively for the European export, and obtains from Rs. 8-8-0 to 9 per maund. To meet the demand, the Aligarh and Farakhabad firms purchase single and double refined material from the third and fourth rate refineries of Bulandshahar, Badaon, Agra, and Mainpuri, as well as from Hardui in Oudh. This receives another boiling to separate what salt it may contain over 5 per cent., and is thrown into the market in large quantities, always obtaining prompt sale. Whatever refined saltpetre cannot be used up in the larger refineries of the above two circles is occasionally purchased by the Cawnpur refineries, where it receives another boiling if intended for despatch to Calcutta; if not, is mixed with local manufacture, adulterating it to some extent, and consigned to Indor, Mysor, Bhopal, Ahmadabad, and Bombay, to which places despatches are yearly on the increase. I understand Jaipur and Jodhpur receive despatches of single and double refined material from Agra and Aligarh as well as, I do not entertain a doubt, from the Gurgaon, Dehli, and Rohtak refineries.

How the Aligarh and Farakhabad firms meet the demand.

Places that are supplied.

Causes of briskness of manufacture and demand of saltpetre in N.-W. P.

54. The manufacture and demand for refined saltpetre and, in ordinary sequence, for the crude material, is brisk throughout the North-Western Provinces. Deputy Inspectors' reports* estimate the outturn to amount to 1,16,535 maunds refined, and 2,44,608 maunds crude material. The estimates as regards the latter are never correct, especially as up to the close of the last official year statements were falsified to evade the income-tax. On this point we shall by a little unpretending observation be able to speak more confidently in the next administration report, as, I fancy, manufacturers will display less coyness in giving more truthful accounts of outturns in their works. The quantity of refined saltpetre obtained from crude material is not fairly estimated in general, by reason of a practice which obtained with third or fourth class refiners boiling the crude stuff supplied by their "assamees," or purchased from independent workers, along with the liquor obtained by filtration on their own premises, which is boiled till the residuary salt contained in it precipitates and is removed, and the liquor has thickened to a certain extent; the purchased crude saltpetre is then cast into the boiler and the process continued till fit to be drawn off, allowed to cool in the vats or troughs, and yield an "ekbara" (single refined) containing from ten to twelve per cent. of salt, which is sold to the large refineries, —a system much in favour with such refineries, such as exist in

Process of boiling crude stuff, &c.

System prevalent in Badaon, Bulandshahar and Mainpuri.

* Excepting those of Agra, Allahabad, and Jaunpur, which do not furnish such statistics.

Badaon, Bulandshahar and Mainpuri, realizing small profits but quick returns, more suitable to the less opulent traders, whose credit and capacity extend no further than to the neighbouring district marts, and who cannot adventure on establishing trade connections with firms at a distance.

Larger refineries.

55. The larger refineries on their part do not wholly depend on receiving supplies from the smaller works, but purchase and manufacture crude material in unlimited quantities for refining at home.

How worked,

Here also the filters are vigorously at play and the boiling of liquor conducted, from which it is difficult to estimate correctly the extent of boiling, to judge from the yield of refined stuff as noted by Mooshriffs in their weekly returns. We could arrive at a probable determination that for every maund of refined saltpetre, two and-a-half maunds, or its equivalent, of crude stuff had been used, but frequently the single refined material is employed in conjunction with a highly condensed and clarified liquor, which yields a very fair and saleable description of double refined material, from which by frequent and careful washings the salt is separated, thereby obtaining for it a high place as regards market value.

Extent of crude saltpetre manufacture.

56. It would be no just criterion to estimate the extent of crude saltpetre manufacture from the increased number of licenses A. granted during the bygone official year; it has increased beyond doubt, as, judging from the numbers of refineries in excess of the season 1870-71, which must have feeders in the shape of crude works, we are right to infer the spread of crude manufacture and the upward tendency of prices making the profession lucrative. But it became manifest during my tour of inspection in the season 1870-71 that the crude works had a very disproportionate number of boilers and labourers, and that the manufacture was spread over a larger extent of ground than would suffice for the wants of one manufacturer. Refiners also descended to the subterfuge of asking to be allowed to set up one or more crude boilers and filters outside of and adjoining their works, on the plea of want of space inside, &c. Deputy Inspectors, and in a few instances I myself, apprehending no deceit, gave permission, only to discover the trick when almost too late to remedy the matter that season, but not too late to apply a remedy for 1872-73, although even then I found in three instances at Farakhabad two refiners working under one license, each storing the produce of his work separately and conducting business entirely independent of each other.

Two refineries working under one license.

Rectification of this matter was simple and prompt: allowing for the actual wants of each, whether crude work or refinery, in the matter of men, material, and space, the surplus had to take licenses to the extent judged requisite, with the alternative of being prosecuted for working without licenses, which was quickly done without demur, the parties being only too glad to be let off so cheaply: and I instructed Deputy Inspectors in the method of dealing with such cases in future.

Instructions given to Deputy Inspectors how to deal with cases where manufacturers club together to work with one license.

This system was improved on by Mr. Spencer, who took to inspecting and proving the zamindari "pattah," which ranged in many instances so high as Rs. 500 for the season. To pay this sum for a single work by a single manufacturer who professed to turn out from 50 to 60 maunds of saltpetre during the season was absurdly irreconcilable with either the individual's status or his realizations, and a practice of granting a crude license for every Rs. 25 entered in the "pattah" was introduced, to which those whom it affected made no objection, and which has worked

The practice introduced of granting a crude license for every Rs. 25 entered in the zamindari "pattah,"

which has worked beneficially for the revenue.

beneficially for the revenue. From this process may be, in some measure, deduced the cause for the seeming extension of manufacture and its extent. The demand lies at Calcutta and Bombay, and reports reach us only through traders and manufacturers that exports to China and Europe are on an extensive scale, but on this point the Sea Customs Branch could speak with authority.

Descriptions of crude and refined materials.

57. There are three qualities or descriptions of crude and refined material manufactured; amongst these there are classes into which these qualities may be divided in a trading scale. In crude saltpetre, the "Abi," or that made by solar heat, is the cheapest, realizing no more than Re. 1-4-0 per maund, and its manufacture is only taken up by the very poorest class of "Lonyahs," who are devoid of credit, for which they have to thank their own incurable faithlessness on all occasions. The "Jariah," or artificial heat saltpetre, is of two descriptions, each divided into two or more classes, and realizes its own price, which is from Re. 1-8-0 to Rs. 4-8-0. The cheaper kind—its quality guaged by the quantity of salt it contains, over 10 to 20 per cent., and the amount of adulteration practiced, for each party endeavours to defraud the other—the refiner by using a "dhurra," *i. e.*, five seers weight, which is in reality $7\frac{1}{2}$ seers Government weight; and the manufacturer by introducing as much "palla" and mud as will add substance and weight to his produce—is sold at a minimum of Re. 1-8-0, rising to a maximum of Rs. 2-12-0 per maund. The better quality, containing less than ten per cent. of salt—averaging six per cent.,—and divided into classes from pure and simple "Jariah," to what is accepted as single refined or washed stuff of a good white colour, and containing about 3 or 4 per cent. of salt, sells at from Rs. 3 to Rs. 4-8-0 the Government maund. The rates are pretty evenly maintained throughout the North-Western Provinces, allowing for quality and class, the nitrous capabilities of the soil, and the process of manufacture employed, by which is also regulated the outturn of single works. In Gorakhpur, the process is the crudest and simplest:—a small boiler three feet diameter, two circular filters of like dimensions, a score of *ghurrahs* with the upper portions removed, or as many small *nands*, constitutes the factory and yields about 5 to 7 seers of stuff; this working power increases till in Farakhabad and Aligarh we find boilers from six to nine feet diameter, filters from nine to twelve yards long by three feet wide, large *nands* or wooden vats capable of turning out from 30 seers to a maund per diem—35 seers being the average yield, and as much as one man, assisted by his family or two labourers, can possibly and profitably manufacture. The cost of manufacture ranges in equal ratio, and according to descriptions of essentials employed in the manufacture:—the "Abi" costs from Rs. 4 to 8 annas per maund, the best kind of "Jariah" from Re. 1-4-0 to Re. 1-12-0, and for the intermediate kinds, fancy may be given full scope to gambol in a field of conjecture and speculation.

"Abi."

Its price.

"Jariah."

Its price.

A cheaper kind.

The better quality, containing less than 10 per cent. of salt,

after undergoing a further process, has only 3 and 4 per cent.

Description and extent of works.

Cost of manufacture.

Refined saltpetre divided into classes.

58. Refined saltpetre is divided into three classes, and subdivided in each class into as many qualities, the former being the "ekbara" or single, the "dobara" or double, and "sehbara" or treble refined article. The quality is guaged by refraction, the best being that supplied by the large firms in Farakhabad and Fathigarh on contract, guaranteed to contain less than 5 per cent. of salt and realizing the highest market price. This saltpetre may be assigned a place by itself as the A. 1 produce of the country; the refiners try to give it a distinguishing name for itself by saying the refinement has attained a stage higher than

"Ekbara," "Dobara," "Sehbara."

Circles which furnish the best description;

the A. 1 produce being the genuine "Sehbara."

the "sehbara," but it is in fact *the* "sehbara," the other which aspires to the name is the upstart and interloper. In the other two descriptions tricks of trade are practised by mixing "ekbara" of the first quality with "dobara" of the second quality, and so with the "ekbara," by mixing the superior kind of washed "Jariah" with the inferior single refined, which only serves to deteriorate the material and depreciate its market value. This latter sells from Rs. 5-8-0 to Rs. 6 the Government maund. The second quality realized from Rs. 6-8-0 to Rs. 7-4-0; occasionally, when demand is brisk, at Rs. 7-8-0 per maund. The best description, which is only obtainable in the refineries of Aligarh, Farakhabad, Cawnpur, and in a few of those of Ghazipur, obtains sale readily at Rs. 7-8-0 to Rs. 8-8-0, and the guaranteed at Rs. 9 the maund. The cost incurred in its manufacture ranges from Rs. 3 to Rs. 5-8-0 per maund, and is determined by the extent of manufacturing operations carried on by individual refiners. Some work on a grand scale and turn out 100 maunds of refined material daily; to these the cost must be less than to others who produce less and yet have to keep up a large staff of labourers. One refinery in Farakhabad, situate near the "Laldarwaza," sports a miniature bath for a boiler, capable of holding 300 maunds of crude stuff for one boiling; this refinery with its three boilers turns out 200 maunds of refined saltpetre when in full work. Some others are of somewhat inferior power; to assign a maximum and minimum cost price to these, in comparison with others who manufacture an equally good article, is obviously a difficult task.

Rates of sale in market.

Cost incurred in manufacture.

59. During the last four years the prices have been steadily rising; the encouragement to superior manufacture has been in proportion. In 1860 and 1861 prices paid for refined saltpetre of the best kind rose as high as Rs. 12 and Rs. 14 the maund, but immediately after, and almost simultaneously with the introduction of Act XXXI. of 1861, it began and continued to fall till the manufacture became unremunerative to any save the most substantial speculators; this continued till the outburst of the Franco-Prussian war, when an upward tendency set in, which has steadily progressed to the present time. But that war is over and the world at peace, still the demand is appreciably great and apparently insatiable.

Prices increased during last four years.

Demand not easily satisfied.

60. "Khari" manufacture has ever obtained the most earnest personal consideration from myself and the Deputy Inspectors subordinate to this office on every occasion of our meeting, and the manufacturers receive the most patient hearing of their grievances. I have from time to time, and repeatedly, visited, in company with heads of circles, the "Khari" and saliferous tracts of Bulandshahar, Aligarh, Badaon, Agra, Mainpuri, Farakhabad, Cawnpur, Fathipur, Allahabad, Jaunpur, and Ghazipur, obtained samples and subjected them to analysis; the result has been that opinions long since entertained have received fresh confirmation that the soil and water along the whole extent of the river Jumna was, on both banks, so extremely saliferous as to render the licensing of "Khari" works along its course extremely hazardous. From where it leaves the Sewalik range down to the neighbourhood of Baghpat in the Mirat District, the saline qualities of the soil and water prevailed more or less; but from Baghpat, not only along the Jamna but also the Hindun Nadi, down to Noh Jhil in the Maat Parganah of the Mathura District, the soil is so impregnated with salt as to make the production of "Khari" a merely nominal affair, analysis having proved the relative preponderance of salt to

Khari.

Visits to Khari saliferous tracts.

Lands along the banks of Jumna saliferous.

Saline qualities of soil and water from Baghpat to Noh Jhil in Maat Parganah.

be 70, 75, and 85 per cent., in no instance less than 50 per cent. Further down in the Agra District, from Farrah down to opposite Shekoabad in the Mainpuri District, extensive deposits of salt soil exist on both banks.

Salt soils in Agra District.

These recur in the Paphund Parganah of the Etawah District; lower down still in the Cawnpur, Fathipur and Allahabad Districts, the impregnation is found in less density, but, nevertheless, in dangerous superabundance. To recognise the manufacture of "Khari" in any portion of this tract would be hazarding the spontaneous outturn of lacs of maunds of pure edible salt which would precipitate and concentrate in spite of the efforts of the manufacturers, granting that these were averse to its production, which of course they would not be.

Manufacture of "Khari" here is hazarding loss to revenue.

61. The preponderance of saline properties in the vicinity of the river Jumna, in comparison with that of the Ganges, is a subject worthy of inquiry. Is it that sub-soil saline currents meet and amalgamate with it either while making its way through the hills, or that after quitting these, underground connection with, and consequent impregnation from, the salt-yielding tracts of Rajputana occur; or does the river flowing over sub-strata of salt rocks obtain and convey to the plains, depositing as it flows these properties which decrease as its distance increases from the mountainous regions, and which lie thickest at certain levels where the flow of water is less rapid? For instance, below Ghaziabad and opposite Barari in the Dehli District, every hollow made by the hoof of a buffalo or bullock becomes the receptacle of a handful of clear edible salt. On two occasions only recently, the Deputy Inspector of Bulandshahar, while out visiting the salt lands between Ghaziabad and Surajpur, found pure white salt in good quantity in hollows where rain-water had collected and evaporated through solar heat. I have myself seen between Farrah and Agra, in the bed of a small nadi which falls into the Jumna, the entire bed for a considerable distance encrusted with a deposit of the purest salt, not only granular, but resembling sheets of ice, clear as crystal, from a quarter to half an inch thick and a yard and more in extent.

Qualities of water of Jumna and Ganges Rivers.

Underground connection with Rajputana salt-yielding tracts.

In the Dehli District.

Nothing like this is found in the Gangetic parganahs of the Doab and Rohilkhand; the saliferous properties are not as profuse, nor as consistent here, but the danger of permitting unlimited manufacture of "Khari" very little less manifest. Until the river enters the Aligarh District the properties of the soil are nothing remarkable on either bank, but then it begins to undergo a change, and impregnation gains strength according to its distance from the hilly parts, which can be traced in increasing volume till the junction of the two rivers at Allahabad, whence it again diminishes till its meeting with the Gogra below Chapra, beyond which my interest in it is lost as being out of jurisdiction.

Gangetic pargannahs.

62. The "Khari"-producing tracts of Soron, Kadirgunj, and Nirdowli in the Etah District of Shamshabad, Babulpur and Kanoj in the Farrakhabad District; of Sheorajpur in Cawnpur, and of Karrah and Karrali in the Allahabad District, were closed as too unsafe to be licensed after analysis of the soils: while those of Kachla in the Badaon District opposite Soron; of Islamganj in the Farrakhabad, of Duhalia and Gauri in Belhaur Pergunah of Cawnpur; Bhilawan in the Fathipur; of Budohi, Zillah

"Khari"-producing tracts closed as unsafe.

Mirzapur and Saidpur of the Ghazipur District, were deemed, if not quite safe, which they can never be, certainly less dangerous to license moderately, and continue to yield enough to meet the wants of the local markets, where it realizes a very fair and remunerative price.

Soil along Ganges Canal.

The waters of the Ganges possess their own peculiarities, as evidenced by the effect produced on the soil of the lands through which the Ganges Canal flows. Here, instead of deposits of muriate and chloride, we find carbonate cropping up and destroying the culturable qualities of the land. Yearly the fields watered by canal irrigation are found to be deteriorating ruinously, and "bhur" and "reh" spreading itself in every direction. A striking peculiarity presents itself for consideration even here. The silt excavated annually from the bed of the canal and its "rajbuhas" is said to possess invigorating and enriching qualities, which makes it sought after by substantial (chiefly European) landholders, to be used as manure. The water which causes deterioration and barrenness leaves a silt which produces fertility.

Carbonate instead of muriate and chloride.

Appendix C.

Extract from Report by the Assistant Commissioner, Inland Customs, Sambhar Lake Division.

Comparison of rainfall.

31. Although the rainfalls of 1871-72 and 1872-73 are nearly equal, the rainfall in 1872 was much more gradual than its predecessor: consequently the soil absorbed more, and less flowed into the lake as surface drainage.

Registered rainfall.

The registered rainfalls for the past two years are:—

	1871-72.	1872-73.
	Inches.	Inches.
For 12 months	19·90	18·83
During rains, *viz.*, June to September	17·80	17·37

Depth of lake.

32. As the gauge was removed to a better position in the Lake bed, an accurate comparison cannot be offered between the depths for the past two years. At the close of the rains of 1871 the depth was 2·80 feet, while at the close of last rains the gauge in its new position, and at a somewhat lower level, showed a depth of only 1·3 feet. At the end of November there was a depth of 0·20 feet, on 3rd December 0·10 feet, and on the 15th January the ground at the gauge was dry.

Range of temperature in shade.

33. The monthly average range of temperature in the shade during the year was as follows:—

Month.	*Maximum.*	*Minimum.*
	In shade.	
April	94·77	74·60
May	102·00	82·32
June	103·33	87·30
July	91·84	79·71
August	88·26	75·00
September	93·40	73·60
October	93·74	60·29
November	88·27	44·70
December	81·90	43·50
January	66·26	38·00
February	73·50	43·93
March	92·74	53·84

Concentration of Lake brine.

34. About the middle of September, the specific gravity of the Lake brine was 1·05, or a very little denser than sea-water—*viz.*, 1·03. At the end of October it increased to 1·11, at the end of November to 1·17, but a rainfall of ·75 in December reduced it at the end of the month to 1·16. On the 21st January the specific gravity was 1·21, equal to a concentrated solution of common salt, and on the 29th January* the extraction operations commenced.

Arrival of meteorological instruments.

35. The meteorological instruments which have just been received from Government will, I trust, enable much valuable information to be collected regarding the various causes which effect the evaporation of the Lake brine.

* For future reference I append the dates of the beginning and end of each season's extraction:—

1870	... 7th March	to 22rd July.
1871	... 11th „	„ 13th „
1872	... 11th „	„ 23rd „
1873	... 29th January.	

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Operations advanced by scant surface drainage.

36. The small amount of surface drainage which flowed into the Lake was the cause of our commencing the construction of the works so early as the 2nd of November. During the season of 1872 these works were commenced on the 15th December.

Construction of low retaining walls.

Cost compared with previous season.

37. The subjoined figures show a comparison of the lengths and average cost per 100 yards of the retaining walls for the past two seasons :—

			Cost per 100 yards.
1872-73	Wall with grass and stakes	9,123 yards.	Rs. 7·71
	Mud wall	14,444 „	„ 1·25
1871-72	Wall with grass and stakes	9,124 „	„ 9·89
	Mud wall	11,190 „	„ 2·11

Saving effected.

On the construction of works there was a saving of Rs. 256 as compared with the previous season. This was effected by lower rates for labour and the collection of the stakes from the retaining walls at the beginning of the rains. The collection of the stakes at each guard post not only resulted in a saving of cartage, but it prevented the thinning of the green trees from which supplies of wood had been cut for the season of 1871.

Detail of expenditure.

38. The cost of this season's work and the expenditure of grass and stakes was as follows :—

Extent of low retaining wall 23,567=cost Rs. 882·42 :—

9,123 yards of wall protected by grass and stakes, average per 100 yards Rs. 7·71.		
Labour	„	315·78
Grass, 98,450 bundles, cost ...	„	342·95
Stakes, 27,730, cost	„	44·58
Mud wall, average per 100 yards, Rs. 1·25.		
Labour	„	179·11
Total	Rs.	882·42

Repairs to dam at Nawa.

39. During last rains the Lake water did not destroy the dam or separating wall at Nawa, so a considerable saving in labour and material occurred under this head.

Construction of mud walls.

The cost of repairs to the dam and the construction of mud walls in the Lake bed was as follows :—

Cost.

2,364 yards of wall protected by grass and stakes, average per 100 yards, Rs. 7·27.		
Labour	Rs.	88·98
Grass, 22,132 bundles, cost ...	„	63·00
Stakes, 2,000, cost ...	„	8·28
String	„	11·50
949 yards mud wall, average per 100 yards, Rs. 2·43.		
Labour	Rs.	23·13
Total	Rs.	194·89

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Construction of salt pans.

40. The number of salt pans now worked is slightly in excess of those worked during the previous season.

	Sambhar.	Nawa-Gudha.	Total.
1872-73	70	349	419
1871-72	50	304	354

As considerable difficulty was experienced in working these pans by contract at Nawa, owing to the contractors turning out bad salt and acting unjustly to the labourers, it was considered necessary to give up the contract system. This year, Mr. Ashton, whose personal attention to all branches of manufacture deserves much credit, has succeeded in inducing the salt-extracting castes to take up this work, and while we have obtained better salt, the labourers have been better remunerated than they would have been under a contractor.

Farash plantations.

41. At the beginning of last year's rains, a large number of farash cuttings were planted near the guard posts and other available places on the Lake edge, and now the total number of trees amounts to 11,810.

Number of green trees and average cost.

The following table shows the detail for each sub-division:—

		Numbers of trees.	Total expenditure up to 31st March, 1873.	Average cost per tree.
			Rs.	Annas.
Sambhar ...	At close of 1871-72 ...	4,750	619	2·08
	During 1872-73 ...	2,879	397	2·21
Nawa-Gudha ...	At close of 1871-72 ...	2,782	474	2·72
	During 1872-73 ...	1,399	294	3·36
	Total ...	11,810	4,784	2·42

Failures with cuttings.

42. Our failures with regard to cuttings not germinating have been numerous—amounting to over two thousand; but those which have germinated are thriving wonderfully well.

Total number of trees required.

43. When we have 10,000 green trees at Sambhar and 5,000 at Nawa-Gudha, I consider that further additions would be useless.

Casuarina trees.

44. Continued efforts to introduce the *Casuarina equisitifolia* have at last borne fruit, and there are now about 200 fine young plants ready to be transplanted at the commencement of the rains. This experiment has been the cause of no expenditure to Government.

Bamboos.

45. An attempt was made at the beginning of last rains to rear bamboos from seed, but although the seeds germinated freely, the most of the young plants withered, and the few that now remain are so dwarfed that no hopes are entertained of this plant succeeding here.

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46. At Sambhar the salt stores have been reduced from 13 to 9, while at Nawa-Gudha they have been reduced from 11 to 9. At present no further reductions are contemplated.

Storage. *Concentration of stores effected.*

47. The storage effected from each source of manufacture during the official year 1872-73 was as follows :—

Quantity of salt stored from each source.

	Sambhar.		*Nawa-Gudha.*		*Division.*	
	Maunds.	Rate.	Maunds.	Rate.	Maunds.	Rate.
		Pies.		Pies.		Pies.
Lake	7,28,212	4·09	3,99,937	3·42	11,28,149	38·6
Salt pans	50,358	3·41	3,56,660	3·09	4,07,018	3·13
Walled enclosures ...	49,870	1·92	...	...	49,870	1·92
Total ...	8,28,440	3·92	7,56,597	3·26	15,85,037	3·61

48. The following comparison shows the results obtained during the two past seasons up to the close of each official year.

Comparison of season's outturns.

For Season 1873.

	Extracted up to end of February.	Extracted during March.	Total extraction.
	Maunds.	Maunds.	Maunds.
Sambhar	1,03,240	2,15,276	3,18,516
Nawa-Gudha	51,176	1,67,794	2,18,970
Total ...	1,04,416	3,83,070	5,37,486

For Season 1872.

Sambhar	20,685	30,341	51,026
Nawa-Gudha	...	5,830	5,830
Total ...	20,685	36,171	56,856

Excess extraction in favour of Season 1873 ... ... 4,80,630 maunds.

Although the excess in favour of the present season is large, it would have been much greater had the cutting of the grain crops not diverted the supply of labour from the Lake work.

49. The cost of the collection of 5,37,486 maunds amounted to Rs. 8,112·53 ; this would have been greater, but the sales of salt at the Lake edge prevented an expenditure on storage of Rs. 1,100 at Sambhar and Rs. 465 at Nawa, or a total saving of Rs. 1,565.

Saving on cost of collection.

50. The quality of the present season's salt is very good, and has been sold at high rates.

Quality of season's salt.

51. At Sambhar it is estimated that the collections for the season will amount to about 8½ lakh maunds, and this must be collected by the end of May. At Nawa the probable outturn will amount to 7 lakhs.

Estimate of season's outturn.

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Which depends on labour supply.

52. The practical salt-makers are of opinion that, owing to the small quantity of water in the Lake, the salt will cake to such an extent as to be quite unfit for extraction in the month of June, so that if a sufficient supply of labour is not forthcoming during April and May, the collection may be below the estimate.

STOCK ACCOUNT.

Balance on 31st March, 1873.

53. The subjoined statements exhibit the balance of stock in hand on 1st April, 1872, and the storage and deliveries effected up to 31st March, 1873 :—

		Storage of new salt.	Excess on stores cleared.	Total.	Sale of old and new salt.	Deficit on stores cleared.	Total.
In Division.		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
	Balance 1st April, 1872 ...	...	...	21,57,725	...	...	...
	1st April, 1872, to 31st March, 1873.	15,85,037	54,966	16,40,003	13,51,223	1,73,968	15,25,191
	Balance on 31st March, 1873	...	...	...	Old ...	4,03,470	...
		...	...	...	New ...	18,69,067	22,72,537
In Sambhar Sub-division.	Grand Total, Mds. ...	...	...	37,97,728	...	...	37,97,728
		SAMBHAR SUB-DIVISION.					
	Balance 1st April, 1872 ...	...	...	11,12,464	...	...	...
	1st April, 1872, to 31st March, 1873.	8,28,440	47,286	8,75,726	8,10,089	47,481	8,57,570
	Balance on 31st March, 1873	...	...	...	Old ...	5,170	...
		...	...	...	New ...	11,25,450	11,30,620
	Grand Total, Mds. ...	...	...	19,88,190	...	...	19,88,190
In Nawa-Gudha Sub-division.		NAWA-GUDHA SUB-DIVISION.					
	Balance 1st April, 1872 ..	...	...	10,45,261	...	...	...
	1st April, 1872, to 31st March, 1873.	7,56,597	7,680	7,64,277	5,41,134	1,26,487	6,67,621
	Balance on 31st March, 1873	...	...	...	Old ...	3,98,300	...
		...	...	...	New ...	7,43,617	11,41,917
	Grand Total, Mds. ...	...	...	18,09,538	...	...	18,09,538

Balance in hand of each season's salt.

54. The balance of stock in hand is composed of the following quantities of old and new salt :—

Stock received from Native Governments.	1st season's manufacture, 1870.	2nd season's manufacture, 1871.	3rd season's manufacture, 1872.	4th season's manufacture, 1873.	Total.
		SAMBHAR SUB-DIVISION.			
Mds. 5,170	Mds. 86,165	Mds. 4,18,906	Mds. 4,11,073	Mds. 2,09,306	Mds. 11,30,620
		NAWA-GUDHA SUB-DIVISION.			
3,98,300	...	1,99,932	3,65,869	1,77,816	11,41,917
4,03,470	86,165	6,18,838	7,76,942	3,87,122	22,72,537

Detail of salt heaps cleared.

55. The number of old and new salt heaps cleared, together with the result of the weighments on the estimated quantities, are shown in the subjoined form :—

		No. of heaps.	Estimated quantity.	Actual outturn by weighment.	Net excess.	Net deficit.
		Mds.	Mds.	Mds.	Mds.	Mds.
Sambhar ..	Old ...	3	2,17,378	1,77,915	...	39,463
	New...	10	5,82,769	6,22,037	39,268	...
Nawa-Gudha,	Old ...	17	3,66,929	2,52,100	...	1,14,829
	New...	10	2,82,346	2,78,368	...	3,978

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Percentage of excess or deficit.

The percentage of excess on the new stock in the division amounts to 4·08. At Sambhar there is a net excess percentage of 6·74, while at Nawa-Gudha there is a net deficit of 1·41. The excess at Sambhar is due to the clearance of three heaps of the first season's stock, which contained 25 per cent. in excess of estimate.

Clearance of Raj stock at Sambhar,

56. During your recent visit to Sambhar, with your permission—to insure a speedy settlement of the stock account with the Native Governments—the remaining saleable portion of the Raj stock was disposed of at reduced rates, and this was cleared before the end of the year. The account of the old stock received from the Jaipur and Jodhpur Durbars is as follows :—

Estimate and actual outturn.

	Mds.	Mds.
Stock received from the Joint Governments,	9,10,077	
Quantity of salt in possession of some of the residents of Sambhar for which payment was received	138	
		9,10,215
DEDUCT—		
Sales	8,40,673	
Net deficit on stores cleared	64,372	
		9,05,045
Balance in hand ...		... 5,170

Deficit apparently large,

The net deficit may seem large, but when the rough calculation of the estimate and the wastage by rainfall is considered, it does not appear to me excessive.

but actual outturn greater than anticipated.

On a former occasion the saleable portion of the Raj stock was estimated at 7,94,973 maunds, but the low rate at which it had to be sold to get rid of it has increased my estimate by 45,700 maunds.

Suggestion regarding disposal of unsaleable balance of stock.

57. I would now suggest that the small unsaleable balance of 5,170 maunds be destroyed and the account closed This will form the subject of a separate report.

Raj stock at Nawa-Gudha.

58. At Nawa-Gudha the balance of Raj salt is large, and much of it will never be sold, excepting at rates below the selling price of 8 annas per maund.

Deliveries of free salt.

59. During the year the deliveries of free salt to the Native Governments according to treaty were as follows :—

	From Sambhar to		Total.	From Nawa to Jodhpur.	Grand Total.
	Jaipur.	Jodhpur.			
	Mds.	Mds.	Mds.	Mds.	Mds.
Due at the close of 1871-72 ...	7,000	15,166	22,166	0,500	32,666
Ditto for 1872-73 ...	7,000	7,000	14,000	7,000	21,000
Total ...	14,000	22,166	36,166	17,500	53,666
Delivered in 1872-73 ...	7,685	18,629	26,314	11,500	37,814
Balance due at the close of 1872-73...	6,315	3,537	9,852	6,000	15,852

SAMBHAR LAKE DIVISION.

TRADE.

60. In para. 2 I have already explained the causes which led to the briskness of the salt trade during the year under review. The subjoined table shows the marts to which the salt was taken and the quantity of carriage employed along each route :—

Quantities and carriage conveyed along each route.

ROUTES.	Quantity.	CARRIAGE.				
		Bullocks.	Camels.	Carts.	Asses.	Head-loads.
	Mds.					
Jhansi, Sagar, Kerowli, &c.,	3,63,830	1,10,371	708	21	21	...
Bhartpur, Agra, &c. ...	3,05,707	75,530	13,711	166	1,513	...
Tonk, Bundi, &c. ...	1,96,784	62,764	500	268	76	...
Alwur, Firozpur, &c. ...	45,346	14,043	1,515	11	348	...
Rewari, Dehli, &c. ...	1,11,096	21,105	9,051	128	644	...
Bhewani ...	2,40,004	1,653	39,485	692	...	...
Local consumption ...	18,699	1,688	1,146	396	2,134	101
Total sales and free deliveries,	12,81,466	2,87,154	66,116	1,682	4,736	101
Remaining to be cleared* ...	69,757	...	...	...	...	...
GRAND TOTAL ...	13,51,223	2,87,154	66,116	1,682	4,736	101

In the above form, the quantity taken along each route is furnished from the information of the traders when they apply for salt, but the destination of the goods is often changed when the despatch reaches the Jaipur frontier.

Yearly sales compared.

61. The following is a comparison of the sales for the past three years :—

	Sambhar.	*Nawa.*
	Mds.	Mds.
1872-73	7,83,775	5,29,634
1871-72	6,10,031	5,18,951
1870-71	8,07,756	...

Selection fee system.

62. The selection fee system continues to please the traders, and at the same time to keep up the average selling price of our salt.

Has given good average rates,

During the past year salt sold at rates varying from 5 annas to Re. 1-1-0 per maund, while the average rates obtained were as follows :—

	Sambhar.	*Nawa-Gudha.*	*Division.*
	Annas.	Annas.	Annas.
1872-73 ...	10·57	11·01	10·75
1871-72 ...	9·22	9·48	9·33

Of the 13,13,409 maunds sold, 7,23,526 maunds were sold at 10 annas per maund and prices under, while for 5,89,883 maunds prices varying from 10½ annas to Re. 1-1-0 per maund were obtained.

* No definite information could be obtained for this quantity with respect to carriage and route at the close March, 1873.

SAMBHAR LAKE DIVISION.

63. The following table shows approximately the quantities of salt at the different prices which were taken along each route :— Quantities of salt sold at various rates.

Rate.	Bhewani.	Kerowli.	Agra.	Tonk.	Rewari.	Alwur.	Local.	Total.
Annas.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
5	...	1,424	15	2,863	...	...	380	4,682
7	...	...	...	1,722	...	...	164	1,886
8	...	27,777	5,511	14,841	7,170	7,178	1,192	63,669
9	475	76,651	2,610	74,100	12,704	307	10,367	1,77,214
9½	...	14,160	3,663	8,902	...	2,063	90	28,878
10	13,317	2,08,145	76,692	77,095	20,112	31,541	1,878	4,28,780
10½	...	7,059	102	3,330	...	253	...	10,744
11	51,258	26,901	46,355	9,030	23,518	6,948	504	1,64,514
11½	...	...	1,000	...	...	...	...	1,000
12	57,468	1,310	58,536	...	21,178	...	...	1,38,492
13	39,446	403	66,615	...	7,479	79	...	1,14,022
13½	...	...	446	...	...	...	...	446
14	61,421	...	14,413	...	2,665	...	10	78,509
15	9,233	...	3,570	...	1,259	...	...	14,062
16	...	...	13,105	...	3,076	...	...	16,181
16½	...	...	190	...	...	...	...	190
17	...	...	383	...	...	...	...	383
Free ...	7,386	...	12,501	4,901	8,912	...	4,114	37,814
	Remaining to be cleared.		...	...	...	...	...	69,757
Grand Total...	2,40,004	3,63,830	3,05,707	1,96,784	1,08,073	48,369	18,699	13,51,223

64. The price of Sambhar salt at the chief marts has varied very slightly during the past year. From the list of prices furnished by the chief traders it will be observed that an increase in price has occurred, and this they attribute to the stocks of Sambhar being well exhausted at the marts, but now that large supplies of new Sambhar salt have reached those marts, the prices have been somewhat reduced. Selling price of Sambhar salt.

	Price per maund of Sambhar salt.		
	During British management.		*During Native management.*
	January, 1873.	January, 1872.	January, 1869.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Bhewani	1 8 0	1 4 3	1 11 9
Rewari	1 6 0	1 4 10	1 13 5
Bhartpur	1 9 0	1 14 0	2 5 8
Agra...	5 7 0	5 5 0	6 0 0
Jhansi	2 5 0	2 3 0	3 11 6

65. The principal traders are looking forward with great anxiety to the opening of the State Railway from this to Agra and from Rewari to Dehli. One of the leading men here sent a quantity of salt to Rewari in anticipation of having it thrown into Dehli at cheap railway rates of carriage, but hope deferred induced him to dispose of it as best he could. Traders looking forward to opening of railway.

66. The traders are of opinion that large sales will be effected during 1873-74, and the reason they give for this belief is, that as the opening of the railway in the cold weather of 1874 will all but exterminate Banjara traffic, the Banjaras will speculate in the cold season of 1873, and endeavour to throw as much salt as they possibly can into all the salt markets at the lowest possible rates. Prospects of trade.

SAMBHAR LAKE DIVISION.

Traffic guards.

67. The traffic guard system continues to give satisfaction. From the following table it will be seen that it is more in favour at Sambhar than at Nawa-Gudha; but traders at both places are duly warned that any undue interference in Jaipur territory by Raj officials with despatches unconvoyed will meet with no redress :—

	Number of sale warrants issued during 1872-73.	Number of sale warrants convoyed during the year.	Number of sale warrants unconvoyed during the year.	Number of Traffic Guards employed during the year.
Sambhar	2,121	1,753	327	853
Nawa-Gudha	1,824	385	1,323	242
Total ...	3,945	2,138	1,650	1,095

Black-mail.

68. I am glad to report that no authentic cases of black-mail were reported during the year under review.

PENAL ACTION, *not necessary.*

69. Although one or two cases of theft of only a few crystals of salt were reported, no case of sufficient importance to warrant judicial investigation occurred during the year under report.

Local consumption.

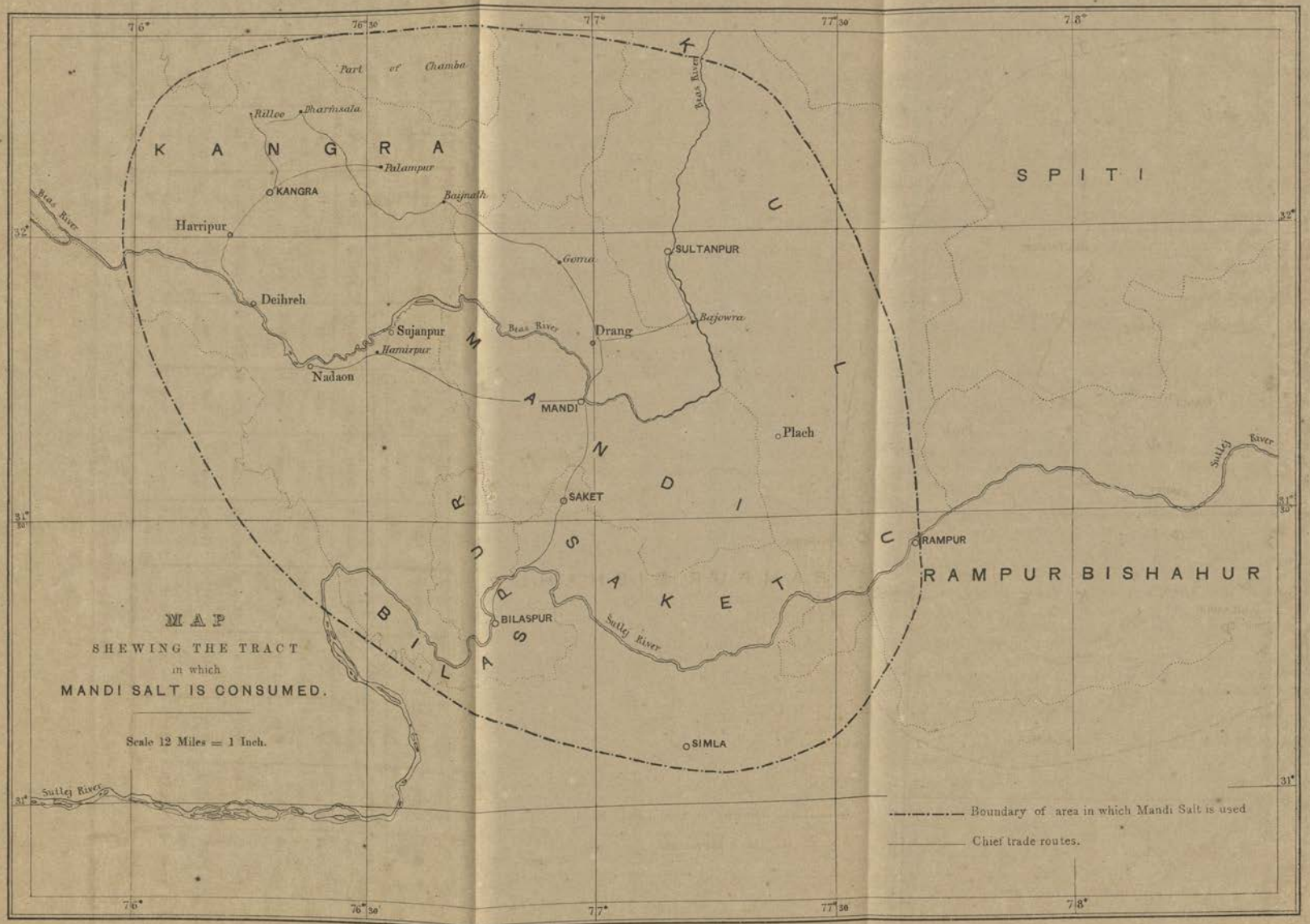
70. For local consumption 18,699 maunds were sold; of this, 3,447 maunds were for disposal in Sambhar and 15,252 for Nawa-Gudha.

Exhaustion of private stores.

This shows that the private stores of salt in the surrounding villages have been expended, and that the people are willing to purchase salt at a little over 3 pies per seer in preference to obtaining it clandestinely.

Consumption of earth salt.

71. Towards Nawa-Gudha no earth salt is manufactured; but in the Jaipur State this trade, which was well suppressed during the native management of the Lake, has sprung up, and large sales are being effected, more especially in the city of Jaipur. The traders tell me that in former years as much as 40,000 maunds of Sambhar were exported for sale in Jaipur, but only about 5,000 maunds are now taken. The tax of Re. 1 per maund by the Jaipur Government is almost prohibitive of its sale when earth salt is charged a duty of 3 annas and can be sold in Jaipur at 9 or 10 annas per maund against Rs. 2, which is the average price of good white Sambhar.



Lithographed at the Surveyor General's Office, Calcutta, September 1873.

Appendix D.—(WITH MAP.)

I.—Comparative Statement of the Quantity of Salt registered for consumption in the different British and Native States during the years 1871-72 *and* 1872-73.

Year.	Amount of salt sold for British territory.					Amount of salt sold for Native States.							Total amount sold.
	Kangra.	Kulu.	Hoshiarpur, Jallandhar, and Gurdaspur.	Simla.	Total.	Mandi.	Saket.	Chamba.	Bilaspur.	Rampur Bishahar.	Other Native States.	Total.	
	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.
1871-72	65,350 16	15,131 16	690 32	7,552 24	88,725 8	24,618	6,597 24	371 8	7,527 16	2,223 8	88 16	41,427 32	1,30,151
Percentages on total amount sold.	50·20	11·63	·53	5·80	68·17	18·91	5·07	·28	5·78	1·71	·06	31·83	...
Percentage on British and Native totals.	73·65	17·06	·76	8·51	...	59·43	15·93	·89	18·17	5·37	·21	...	...
1872-73	77,329 32	17,068	173	11,062 24	1,05,633 16	21,367 8	5,503 8	344 24	5,260 24	669 32	54	33·199 16	1,38,832 32
Percentages on total amount sold.	55·70	12·29	·12	7·96	76·08	15·39	3·96	·24	3·79	·48	·04	23·91	...
Percentage on British and Native totals.	73·21	16·16	·16	10·47	...	64·36	16·58	1·04	15·84	2·02	·16	...	...

Goma Mine:
The 17th April, 1873.

W. LYON,
Inspector.

APPENDIX D.—(*continued*).

II.—Comparative Statement of the Quantity of Salt sold at the Mandi Mines during the years 1871-72 *and* 1872-73.

Name of Mine.	Total amount of salt sold.	Amount sold for consumption in British territory.					Amount sold for consumption in Native States.						
		Kangra.	Kulu.	Hoshiarpur, Jallandhar, and Gurdaspur.	Simla.	Total.	Mandi.	Saket.	Chamba.	Bilaspur.	Rampur Bishahar.	Other Native States.	Total.
	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.	Mds. S.
1871-72.													
Goma	66,964 0	53,911 24	2,887 24	360 0	64 0	57,244 0	9,190 8	114 32	371 8	23 0	40 32	...	9,740 0
Drang	63,187 0	11,438 32	12,243 32	330 32	7,487 32	31,501 8	15,427 32	6,482 32	...	7,504 16	2,182 16	88 16	31,685 32
Total ...	1,30,151 0	65,350 16	15,131 16	690 32	7,552 24	88,725 8	24,618 0	6,597 24	371 8	7,527 16	2,228 8	88 16	41,425 32.
1872-73.													
Goma	75,882 0	64,054·16	2,445 32	44 0	...	66,544 8	8,821 16	17 8	344 24	152 32	1 32	...	9,337 32
Drang	62,950 32	13,275 16	14,622 8	129 0	11,062 24	29,089 8	12,545 32	5,486 0	...	5,107 32	668 0	54 0	23,861 24
Total ...	1,38,832 32	77,329 32	17,068 0	173 0	1,1,062 24	1,05,633 16	21,367 8	5,503 8	344 24	5,260 24	669 32	54 0	33,199 16

GOMA MINE:
17th April, 1873.

W. LYON,
Inspector.

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on 01 February, 2020